

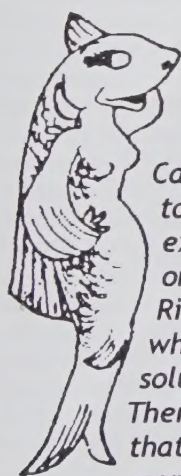
Columbia River Gillnetter

Columbia River Fishermen's Protective Union

Spring 2001 / Vol. 32, No. 1



The Annual Free for All gillnet boat races during the Regatta in the 1950's after the August fishing season-which ended August 25th every year. This race included Nick Marincovich (Astoria), Earl Anderson (Knappa), Wika (Cathlamet), Annundi (Clatskanie), Ernie Niemala (Clatskanie), Wilmer Johnson (Altoona), Bill Goska (Brownsmead) John Tarabachia (Astoria).



Sally the Salmon Says...

Catching me in a tooth net will be an exercise in futility on the Columbia River. The people who think this is the solution are wrong! There is no guarantee that there will be more fishing time for the Gillnetters, and there is no guarantee this will save my "wild" cousins.

[See "Tooth-net" story inside]

Myth... ...of the Wild fish

Brian Wegener's April 12 letter to the editor (the Oregonian) echoed the "wild fish" myth that, unfortunately, has dominated salmon policies.

This is changing. Geneticists such as James Lannan, a retired Oregon State University professor, have come forward to establish that hatchery salmon and "wild" salmon are genetically identical.

Recently, the Oregon Fish and Wildlife Department testified to the Legislature that hatchery salmon (bred from native salmon) are native salmon. Even

continues on page 4

Columbia River Spring Chinook run largest since Bonneville Dam was built in 1938

The National Marine Fisheries Service (NMFS), using the Endangered Species Act, has slowly strangled the commercial fishing so that no one can make a living. Every user group suffers because the federal agency is obsessed with a romanticized and unsubstantiated Wild Fish Policy. The NMFS still maintains that hatchery fish threaten wild stocks. While this may be partially true, this year demonstrates that all user groups are catching fish. The anglers have been having a ball on the

continues on page 3



One of the Oldest Conservation Unions
on the West Coast—Since 1886

EDITOR Don Riswick
Post Office Box 511, Astoria, OR 97103
503/325-2507

PRESIDENT Gary Soderstrom
22665 Cedar Grove Rd, Clatskanie, OR 97016

FIRST VICE PRESIDENT Alan Takalo
Route 4, Box 354, Astoria, OR 97103

SECOND VICE PRESIDENT Chris Doumit
Post Office Box 342, Cathlamet, WA 98612

EXECUTIVE SECRETARY Jack Marincovich
Route 2, Box 67-A, Astoria, OR 97103

CRFPU Board of Directors DISTRICT 1

Ralph Ennis
14141 NE San Rafael, Portland, OR 97230
503/253-1559

Vern Forsberg
28811 NW Main, Ridgefield, WA 98642
360/887-4089

DISTRICTS 2, 3

Jack Fowler
6349 Willow Grove, Longview, WA 98632
360/425-4662

DISTRICT 4

John Kallunki, Director
79806 Blackford Road, Clatskanie, OR 97016
503/284551

Greg Mustola
80190 Alston Mayger Road, Clatskanie, OR
97016 503/728-2248

Jeff Lumijarvi
Post Office Box 606, Clatskanie, OR 97016
503/728-2841

DISTRICT 5

Kent Martin, Chairman
PO Box 82, Skamokawa, WA 98647
360/795-3920

Mark Laukkanen
205 N. Welcome St., Cathlamet, WA 98612
360/849-4466

DISTRICT 6

Vacant

DISTRICT 7

John W. Westerholm
3564 Hayden Bridge Rd, Springfield, OR 97497
541/726-8861

Gerald Westerholm
P. O. Box 2075, Gearhart, OR 97138
503/738-7609

DISTRICT 8

Stan Johnson
Route 2, Box 136, Astoria, OR 97103
503/325-0883

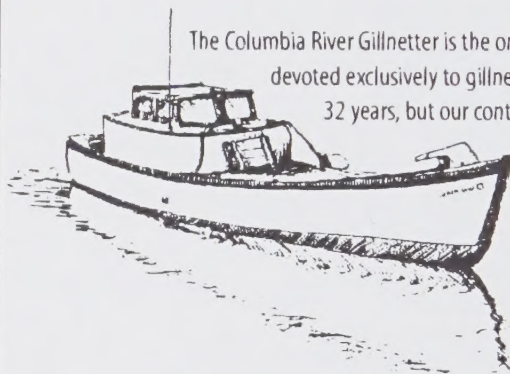
Abby Ihander
Route 3, Box 150, Astoria, OR 97103
503/325-4865

Official Publication of the
Columbia River Fishermen's Protective Union
One of the oldest Conservation Unions on the West Coast
Incorporated in 1886
Astoria, Oregon 97103
Don Riswick, Editor - Phone (503) 325-2507

Foreword

This paper is being published for the express purpose of keeping the public and the fishermen informed of the **true facts** and happenings in regard to the Columbia River Fishing Industry and all people connected with it. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contributed to this cause. Anyone who wishes to contribute articles, pictures stories, or ads, please contact the editor at P. O. Box 511, Astoria, OR 97103 or call (503) 325-2507

Help Support the Columbia River Gillnetter Publication!



The Columbia River Gillnetter is the only remaining publication on the west coast devoted exclusively to gillnetting. We have been making a difference for 32 years, but our continued existence is threatened by increasing production and mailing costs. Now more than ever, we need a voice to represent our side of the issue, and the Gillnetter is our only contact with fishermen, lawmakers and the general public.

If you would like to help, send donations to
Columbia River Gillnetter

The following individuals have made a cash contribution to the Columbia River Gillnetter Publication, which will be used to continue the publication and mailing of this free informational newsletter.

We thank them for their support!

November 2000 — April 2001

Lawrence P. Newell, Portland
Gary Ziak, Astoria
Arnet A. Danielsen, Cathlamet, WA
Robert & Karen Jaarheim, Astoria
George Anderson, Hillsboro
Arnold Anderson, Skamokawa, WA
Ralph Ennis & Brothers, Portland
Frank Tarabochia, Astoria
A. W. Gunari, Astoria
Fred Korhonen, Astoria
Sandy Fisher, in memory of Michael Demase
Warrenton
Harry Spang, Auburn, WA
Rorvik & Kulland, Sequim, WA
Fred Jensen, Warrenton
M. Hendrickson, Aberdeen, WA
John & Mary Wahl, Lynwood, WA
Eric Mitby, Tokeland, WA
Albert Berry, Longview, WA
Bruce W. Hansen, Portland

Henry Dixon, Arlington, VA
The Auto Parts Co., Astoria
Doumit Fish Co., Cathlamet, WA
A. G. Clostermann, Portland
Mr. A. Miller, in memory of
Art Miller Salem, OR
Clarence Demase, in memory of
Michael Demase, Astoria
Mike Killion, Corvallis, OR
Ike Vice, Astoria
Joe F. Laws, Escondido, CA
John Winther, Vancouver, WA
Gene Knutsen, Astoria
Carl & Julia Meier, Apache Jct, AZ
Bob Fisher, Westport, WA
Don & Edith McDaniel, Astoria
Robert & Betty Thompson, Mayerthorpe, Canada
Herb Johanson, Salem, OR
William Rodriguez, Astoria
Bremerton Seafoods, Milford, NH

**Please make your contributions to
Columbia River Gillnetter
P. O. Box 511, Astoria, OR 97103**

Largest Run

continues from page 1

Columbia River, and everyone is eating fish. We should all be allowed to have a share of this year's huge glut of fish. In 1970, the escapement over the Bonneville Dam of the spring run, as of May first was 173,351 fish. This year, biologists expect that figure will double to 350,000 fish. The anglers are fishing 7 days a week and catching their limits. Meanwhile, the Gillnetter fleet landed 5710 chinook during the January-February season which is almost 300 fish short of their 6000 fish quota. The gillnetters only had 6 short fishing periods totaling 136 hours. The lower 20 miles of the Columbia River was so infested with seals and sea lions that catches were poor. Because of clear water, caused by abnormally low river levels, only night fishing offered a chance to make a catch, but even then the seals and sea lions were ever-present. Some times, all you ended up with was a fish head or fish tail-unsellable because the meat had been torn out.

The only good thing so far this year for the Gillnetters was the price per pound at \$4.00 (if you could beat the sea lion to it). The real issue seems to boil down to the NMFS's will to save the wild runs, using the Endangered Species Act and the Wild Fish policy, by somehow trying separate the wild fish from the hatchery fish during the catch process, so that the wild fish can be released, and I believe this is not a realistic approach to keeping our wild salmon runs.

We know that in the ocean, according to Pacific Fisheries Management Council, 14% hooked wild salmon die after they are released.

According to the indian tribes, not all hatchery fish are marked (clipping of the adipose fin)

And how do hydro-turbines distinguish out-migrating fish?

Now The Northwest planning council wants the Gillnetters to change the way they have been fishing for 150 years. An new type of net is being evaluated (see tooth-net article in this issue) for effectiveness to save our wild fish. Gillnetters will soon have to spend money on water tanks in the fish locker to keep the wild salmon alive. Gillnetters will have to discard thousands of dollars of gear-worthless-as it will not meet new standards.

Meanwhile the dams keep killing the fish, but that's OK.

And what about this year's surplus? We should be allowed to harvest some of them NOW!

— Don Riswick, Editor

If you move please call in your new address

While we strive to keep in contact with our readers, and continue to send out the Columbia River Gillnetter publication at no cost to our readers, over the last year we have seen a significant increase in our mailing costs associated with returned and undeliverable issues. The typical cost associated with returned issues is about \$2.50-3.50, and when we are dealing with several hundred of these each issue, it adds up quickly. In recent years, the US postal service has re-organized the rural route addresses, and we have had to spend many hours updating our mailing list with these new addresses.

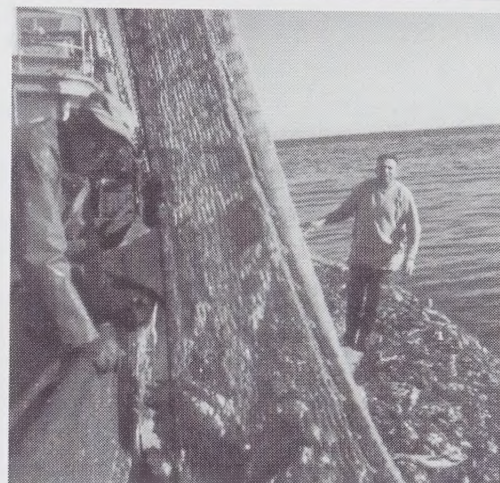
You can help us out by letting us know when you move, so we can continue your uninterrupted subscription to this publication. Its easy too, just call me, Don Riswick, at 503-325-2507, and I will update our list immediately. I would also be more than happy to discuss any aspects of our publication with you! In an era of 5 cents a minute calls, a ten minute call is about 50 cents.

Attention Gillnetters!

This paper was started for your benefit 32 years ago-to keep you informed and help fight the battles for you. As we are non-profit, we depend on advertizing and donations to keep publishing and mailing this newsletter. Many of you have donated generously over the years, but others haven't. If you like the work we do, I urge you to please send a small donation to help us continue. Think about it. Thank you.

— Don Riswick, Editor

Captain George Moskovita standing on 50,000 pounds of Pacific Ocean perch caught in a one hour tow on dragger New Hope off Oregon Coast March 1965. By the end of the day, George came in with 150,000 pounds of sea perch, the largest delivery ever brought in after one day's fishing. At that time, \$.05 a pound was the price. George Moskovita was the first fisherman to drag bottom fish off the Columbia River...



Book Services

Living Off The Pacific Ocean Floor

Geo Moskovita, author of *Living off the Pacific Ocean Floor* lost his shark boat off Peacock spit, at the mouth of the Columbia on Dec 2, 1940 in the most treaturous waters in the world....

MEMORIES & STORIES

by

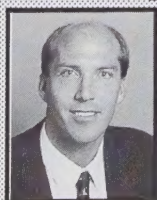
CAPTAIN GEORGE MOSKOVITA

Available at Columbia River Maritime Museum and select book stores. \$16.00. Get your copy today!

Captain George Moskovita • 138 Skyline Ave., Astoria, Oregon 97103 • 503-325-5875

NORTH SHORE FINANCIAL, INC.

1010 3rd Avenue • Seaside 97138



Dan Roberts
Financial Consultant

Stocks • Bonds • Mutual Funds
IRA's • Annuities • Insurance
Education IRA's • SEP'S • 403B's

(503) 738-5621 (800) 426-9759

Securities offered through Brecek & Young Advisors, Inc. a registered Investment Advisor/
Broker Dealer, 1110 Iron Point Road, Suite 100, Folsom, CA 95630 (888) 777-1992

Myth...

continues from page 1

the National Marine Fisheries Service recognizes that hatchery and "wild" salmon are genetically identical.

They are also the same functionally. Hatchery salmon spend most of their lives in the wild, including three to four years in the ocean - evading predators and scrounging for food. Those that return have all the survival skills "wild" salmon have. Eminent fisheries scientists such as Don Amend of Ocean Park, Wash. (who has a doctorate in fish pathology and who taught and worked in the fisheries field

for 38 years), say there are no differences in physiology, disease response, predator avoidance, competitive advantage or fitness.

*Bill Moshofsky, Oregonians in Action
Tigard, Oregon*

Mike Keyser's

AUTOMOTIVE SERVICE

UNION SHOP
SPECIALIZING IN
TOYOTA AND CHRYSLER

209 7th Street

Call 325-8811

JOIN YOUR UNION

In January, the CRFPU board authorized a new membership price of just \$50.00/year.

A Union card will be issued to any Commercial Gillnetter. Fill out or copy the form below and send in your dues to CRFPU c/o Jack Marincovich, Executive Secretary, Rt 2 Box 67A, Astoria, OR 97103

Any fisherman who fishes in any of the net-pen fishery is urged join and attend our meetings to have a voice in our future. We need your support.

Call (503) 325-2504 for more information.

I wish to become member of CRFPU

Name _____

Signature _____

Address _____

Date _____

(enclose \$50.00 dues for 1 year)

We Print Stationery.

*We also print forms, brochures, flyers, and newsletters.
Please visit our web site for samples, easy ordering and
quote requests.*



REPROgraphics
PRINTING & GRAPHIC DESIGN

1444 Longview, WA 98632 • 360-423-1237 • www.reproprinting.com

Hunt's Market

Tubby Texaco

- FRESH MEAT & PRODUCE •
- VIDEOS • BEER • ICE •
- CARHART CLOTHING •
- WESCOE LOGGER SHOES •

Rt 2 Box 610
Svensen-Astoria, OR
503-458-6288

Open 7 days a week

"The Commercial Fisherman's Eyecare Specialist"



North Coast Vision Center

Laura M. Gianelli, O.D.

Walter R. Receconi, O.D.

*Family Vision Care • Contact Lenses
Pre & Post Surgical Care • Fashion Frames*

577 18th Street, Astoria, OR 97103
(503) 325-4401 Fax (503) 325-3278



North Coast Chiropractic Center

Appointments: (503) 861-1661
Fax (503) 861-1662

679 E Harbor Dr, Suite C
P. O. Box 279
Warrenton, OR 97146

Salmon restoration ideas...

Constructive and Destructive

To the Editor:

For the third year in a row, State Representative Eric Poulsen of Seattle, has introduced legislation that would prohibit destructive activities that negatively affect the ability of salmon and steelhead to successfully spawn and reproduce their runs.

The legislation would prohibit walking around on spawning habitat during periods when nests of eggs (Redds) are incubating in the gravel. Stepping on a redd can cause severe damage or complete destruction of the redd. As the eggs that are crushed begin to decay, spores from the decaying eggs colonize on any surviving eggs and can destroy the surviving eggs as well.

The legislation would prohibit the use of high powered propeller and jet driven boats during periods of incubation. Such boats are capable of blasting a redd apart leaving no tell tale evidence. As the eggs drift away they are eaten by trout or other predators.

Dragging an anchor to slow a drift type boat would also be prohibited. A redd that has had an anchor dragged through it would have no chance of survival.

The legislation would not prohibit fishing during periods of incubation. It's intent is to eliminate inriver activities that harm or destroy redds of incubating eggs. When the bill as first introduced three years ago, Rep. Poulsen was successful in obtaining a hearing before the House Natural Resources Committee. Numerous steelhead fishermen turned out to oppose the bill. They mistakenly believed it was the boat fishermen who were promoting the bill at the expense of the fishermen on foot. The only people from the commercial fishing industry who were at the first hearing to support the bill were Lanny Carpenter and myself. When talking to some of the steelhead fishermen after the hearing they were asked if they realized they might kill thousands of salmon or steelhead if they were to step on a single redd. They admitted they had never thought of that.

After the first attempt to enact the legislation, steps were taken to enlighten the sportfishing community on the problems. Letters were written to Trout Unlimited and Hunting and Fishing News on the matter of egg destruction. They were also sent copies of a study that was done in Montana on the negative effects of fishermen wading around on trout spawning habitat.

The Department of Fish and Wildlife

did not support the bill the first time it was introduced. The bill did not get out of committee. The Co-chairman of the committee was Rep. Jim Buck, who represents Jefferson, Clallam and part of Grays Harbor counties.

When the bill was introduced again the next year, Rep. Poulsen was not even able to get a hearing.

This year Rep. Buck was no longer the co-chair and Rep. Poulsen did get a hearing on the bill. This year the Department of Fish and Wildlife supported the bill. Not one sport fisherman was in attendance to oppose it. I explained to the committee members that walking around on spawning habitat during incubation periods was like planting a garden and then allowing the entire neighborhood to walk around on the planted area. It is simple common sense not to do so.

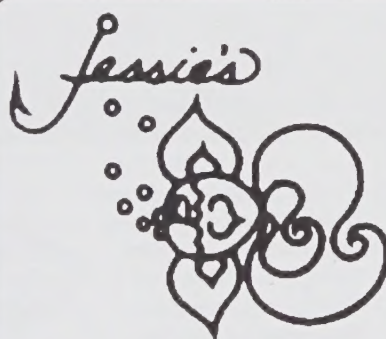
I told the committee about a recent article that indicated the mortality rate on eggs and fry in some Western Washington rivers is as high as 97%. That is only 3% away from extinction. I did not receive any hostile comments from any committee members on my testimony.

As the hearing neared the end, the committee chairman stated that Rep. Buck wanted to speak on the bill. Rep. Buck said "We don't need this bill". He said "it was only a dispute between boat fishermen and fishermen who do not fish from boats". It appears Rep. Buck has been successful in killing the bill again.

The House of Representatives is still tied at 49 to 49. It is obviously a partisan situation. It is tragic such mentality exists in Olympia as fish stocks continue to decline. Rep. Poulsen's bill is a good common sense bill. His idea is constructive. Rep. Buck's position can only be labeled as destructive. Any well informed person would agree Rep. Poulsen's bill is a positive step forward in rebuilding the salmon and steelhead resource.

The Department of Fish and Wildlife obviously had good reasons to support the legislation. Does Rep. Buck know more than they do? I submit Rep. Buck has not done his homework.

Respectfully,
John Jovanovich
Seattle, Wa. 98146



**Ilwaco
Fish Co.,
Inc.**

Salmon For All Member

Ilwaco, Wash. 360/642-3773

Doug Ross and Pierre Marchand, Gillnet Buyers

**FISHHAWK
FISHERIES, Inc.**

Salmon for All Member

PROCESSOR OF FRESH & FROZEN SALMON

ASTORIA
Foot of 4th & Water
503 325-5252
FAX 325-8786

NEWPORT, OR
875 SW Bayshore Blvd
503 265-3638

FAO predicts huge increase in fish

Glen Spain reports in his "Fishlink Sublegals 12/1/00" that in the 28 November issue of "Eastfish," the United Nation's Food & Agriculture Organization (FAO) is cited as predicting a huge increase in the scale of fish farming throughout the world. It also predicts that annual world consumption of fish per person will increase to 19 or 20kg by the year 2030, which would raise the total use of fish as human food to 160 million tons.

The FAO figures show that the annual sustainable yield of fish caught at sea can reach no more than 100 million tons, so it takes the view that much of the increase in consumption of fish would have to come from the farmed fish sector. FAO also expects more concentration on producing previously wild species as farmed fish, such as cod, halibut, char, tuna and turbot. The FAO minimizes the environmental problems for developing fish farming, however, while maintaining optimistically that there will be considerable improvement of environmental technology to reduce toxic pollution, and has not dealt with the issue of genetic pollution through genetically modified organisms.

A
B
E
C
O.

**ASTORIA
BUSINESS
EQUIPMENT CO.
& Columbia
Chocolates**

*"Serving the Columbia
North Coast Area"*

**1332 Commercial St.
Astoria 503/325-9750
FAX 325-2975**

Artificial Food, Artificial Salmon, Now Natural Color

In an effort to produce a product that looks like wild salmon, farmed salmon growers will now add natural Pink coloring to their product.

In September, the U.S. Food and Drug Administration approved use of Cyanotech's "NatuRose" (made from natural astaxanthin) as a color additive in the feed of farmed salmon and trout.

NatuRose is an extract from Haematococcus algae. Without the color additive, farmed salmon flesh bears little resemblance to that of wild fish. Farmers hope the new stuff will turn farmed salmon flesh pink and keep consumers from distinguishing between wild and farmed fish. Cyanotech Corporation says the approval of this coloring agent allows salmon farmers to offer consumers so-called "All Natural" salmon.



**GLEN'S
BARBER
SHOP**

2910 Marine Drive
Astoria

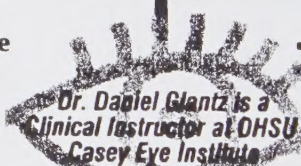
Open Tuesday thru
Saturday

325-8099



**Neurology Physician
EDIE Y. GLANTZ, M.D.**
Board Certified

- Back & Neck Pain
- Carpal Tunnel Syndrome
- Headaches & Migraines
- Numbness & Tingling
- Epilepsy • Alzheimer's
- Multiple Sclerosis
- Parkinson's Disease
- Stroke Management



**Eye Physician & Surgeon
DANIEL S. GLANTZ, M.D.**
Board Certified



- Cataract Surgery
- Glaucoma Laser & Surgery
- Diabetic Exams & Laser
- Lid Surgery
- Plastic Surgery
- Dry Eye Treatment
- Lazy Eye Evaluations & Surgery
- Care for Children & Adults

2055 Exchange, Suite 295 ~ ASTORIA 338-3803

RAYMOND JAMES

FINANCIAL SERVICES, INC.

Member NASD/SIPC

STOCKS, BONDS AND MUTUAL FUNDS

MARK HEDEEN

Financial Advisor

GARY OLSEN

Financial Advisor

905 Commercial St., Astoria, OR 97103

Phone: 503.325.0677



**JP PLUMBING
CO.
& SHOWROOM**

503-325-2830

Repair • New • Remodel
Commercial • Pipe Welding

155 11th St, Astoria, OR 97103

Tooth-net Project, designed to save wild Salmon, begins this year.

Title: Evaluate live capture selective harvesting methods for commercial fisheries on the Columbia River

Contact: Geraldine Vander Haegen, WDFW, 600 Capitol Way North, Olympia, WA, 98501-1091, Phone (360) 902-2793

Patrick Frazier, ODFW, 17330 SE Evelyn St, Clackamas, OR, 97015, Phone (503) 657-2000, ext. 253

Objective 1: Compare impacts of capture and release from a tooth net on the longterm survival of adult spring chinook.

Compare the long-term survival of spring chinook captured and released from tangle nets, conventional gill nets, and the trap in Bonneville Dam. Spring chinook caught in the dam trap represent controls that were not caught and released from the commercial fishing gears. At each site, spring chinook will be tagged, and tags will be tracked through Bonneville and The Dalles dams, and recovered at hatcheries, on spawning grounds, and in commercial and sport fisheries.

Task 1.1 Capture, tag, and release spring chinook in the mainstem Columbia River.

- a) Contract commercial fishers to capture spring chinook using nets with 75 fathoms of tangle net and 75 fathoms of conventional gill net.
- b) Record weather conditions, location and set time for each set.
- c) Record species, sex, condition at capture and release, fork length, type of capture and mark status for each chinook.
- d) Recover fish as necessary, and tag before release.
- e) Record catch and mortalities of non-target species in each gear.
- f) Capture spring chinook at the trap in Bonneville dam.

Task 1.2 Count tagged spring chinook passing the counting windows at Bonneville and The Dalles dams.

- a) Use existing passage viewing stations and personnel to count the number of chinook with each tag color

- that pass the counting windows.
- b) Coordinate reporting of tag counts, and compile data.

Task 1.3 Coordinate the recovery of tags from fisheries, hatcheries, and spawning ground surveys.

- a) Use existing survey and hatchery personnel to recover tags from each of the three groups at hatcheries, from fisheries, and on spawning grounds.
- b) Coordinate reporting of recoveries, and compile data.

Task 1.4 Summarize and analyze recovery data.

- a) Compare the proportions of spring chinook caught and released by each of the three methods that pass the counting window at Bonneville Dam to the those that pass the counting window at The Dalles Dam.
- b) Compare the proportions of spring chinook caught and released by each of the three methods that are recovered in fisheries, at hatcheries and on the spawning grounds.
- c) Compare the proportions of spring chinook caught and released by each of the three methods that pass the counting window at Bonneville Dam to the total number recovered for each counting method.
- d) Use recoveries of numbered tags to compare the characteristics of released fish that may affect survival.

Products: Completion of this objective will provide an understanding of the effects of capture and release on the long-term survival of spring chinook, particularly in respect to any benefit

conferred by using the tangle net compared to the conventional gill net. This will be the first estimate of the long-term survival of fish released in a selective fishery. The test will also provide a comparison of the catch efficiency of the tangle net compared to me conventional gill net, the immediate mortality of fish from each gear, and the size of fish we can expect to catch in each gear. The recovery of numbered tags in fisheries, at hatcheries, and on spawning grounds may provide information on how characteristics at capture can influence survival.

Objective 2: Estimate the effects of soak time on catch rate and short-term survival of adult spring chinook captured and released from a conventional gill net and from a tooth net. Describe bycatch.

Spring chinook caught in the tooth nets and conventional gill nets fished for specific soak times will be held in net pens to evaluate short-term survival. Catch efficiencies, condition at capture, and short-term mortality rates will be compared for each soak time. These results will be used to determine appropriate soak times for use in a live capture commercial fishery.

Task 2.1 Using 10, 20, or 30 minute soak times, capture, describe, and tag adult spring chinook.

- a) Contract two test fishers who have experience fishing the project area by competitive bid.



**Keys Safes Bicycles
Quality Locks
Plastic Engravings**

prompt, professional service
Stan Hauer, C.P.L.

**1606 Marine Drive, Astoria
325 7334 or 1-800-882-5360
24-hour emergency service**

RANTA CONSTRUCTION
New Construction & Repairs
HOME • RESIDENTIAL • COMMERCIAL
Complete Remodeling
325-2405
• Licensed • Bonded • Insured
511 Harrison, Astoria
Jari Ranta BB# 116863

- b) Project will supply one shackle of conventional gill net and one shackle of tooth net (3.5") per fisher. Both nets will be 75 fathoms long and the appropriate depth for the area fished.
- c) The soak times of 10, 20, and 30 minutes will be assigned randomly but stratified by fisher and week.
- d) Nets will be set and retrieved to ensure equal soak times for each gear type. A minimum of 2 sets per gear type will occur each fishing period.
- e) Record weather conditions, location and set time for each set.
- f) Record species, stock, sex, condition at capture and release, fork length, type of capture and mark status for each chinook.
- 9) Place fish in recovery boxes as necessary.
- h) Fish captured will be tagged and transported for holding in net pens at Steamboat Slough, near Skamokawa, Washington.
- i) Observe mortalities for 72 hours, then release live fish.

Task 2.2: Summarize results and compare catch efficiency and condition at capture and release by soak time.

- a) Compare the number of chinook

Columbia Travel

Clatsop County's First Travel Agency
Founded 1934

Member of Pacific Marine Conservation Council

**COMPETITIVE FISHERMEN'S FARES
AIR CRUISES TRAINS LODGING**

Kenny and Rose Marie Paavola

382 Twelfth Street
Astoria, Oregon
325-1531 or 738-3352

"The Comfort Specialists!"

**SIZES 5 - 16
AA-EEEE**

Peter and Jon Gimre

ASTORIA
239 14th Street
325-3972
SEASIDE
600 Broadway
738-9491
HILLSBORO
256 E. Main
640-5866



caught in each gear, and for each soak time.

- b) Compare condition at capture of chinook caught in each gear, and for each soak time.
- c) Compare immediate mortality rates of spring chinook in each gear, and for each soak time.
- d) Compare the short-term survival of fish caught in each gear, and for each soak time.
- e) Compare the number of non-target species that are caught in each gear, and for each soak time.

Products: Analysis of the effects of soak time on catch efficiencies, condition at capture, immediate mortality rates, and short-term mortality rates. Analysis will include statistical testing to determine if any differences observed are statistically significant. The test will also provide data necessary to evaluate the effects of capture and release on short-term survival of spring chinook captured with tooth nets and conventional gill nets.

Objective 3: Compare the catch efficiency and condition at capture of adult spring chinook salmon caught in tooth nets with mesh sizes from 3 1/2" to 4 1/2", and describe bycatch.

We will enlist the participation of local fishers to fish gears that are one panel of 3-1/2" mesh tooth net, and one panel of tooth net with the mesh size of their choice within set guidelines (not to exceed 4 1/2"). The fishers will keep marked hatchery fish they catch as compensation, but all live unmarked fish will be released. The fishery will be conducted in a competitive manner, with an observer on board.

Task 3.1: Select fishers to participate in experimental gear permit fishery.

- a) Solicit interest.
- b) Select fishers by lottery.

Task 3.2 Fish gears and characterize catch.

- a) Use standardized recovery boxes.
- b) Project will supply one shackle of tooth net (3 1/2") per fisher. Fishers will provide one shackle of tooth net with the mesh size of their choosing within specified guidelines. Both types of gear will be 75 fathoms in length and constructed to the appropriate

depth specific to the area fished.

c) Fishers will select the time and place for the fishery within their zone in consultation with ODFW and WDFW project staff. Qualified ODFW or WDFW observers will be on board each vessel during every fishing trip to monitor, record data, and assist with handling and recovering unmarked fish for release.

d) Both nets will be shackled together and allowed to drift for up to 20 minutes, depending on the catch rate. Nets will be set and retrieved to ensure equal soak time for each gear type. Fishers will be restricted to one tide (low slack to high slack) or 6-8 hours in locations where tides do not impact fishing success.

e) Observers will record the number of fish caught in each gear, the species, stock, fork length, the mark status, the condition at capture of unmarked chinook, and the number of non-target species caught.

f) Any dead unmarked chinook salmon will be sampled for coded-wire tags and donated to charity.

9) All shad and marked chinook become the property of the fisher and may be sold.

Task 3.3 Summarize and analyze data and compare catch and condition at capture for unmarked spring chinook by gear type.

- a) Compare number of chinook caught in each gear type.
- b) Compare condition at capture of unmarked chinook in each gear type.
- c) Compare immediate mortality rates associated with each gear type.
- d) Evaluate characteristics of sold catch.
- e) Compare number of non-target species in each gear type.

Products: Catch rates and condition at capture of spring chinook and non-target species will be compared for each gear type. Participation in selective fishery by local fishers with observers will allow ODFW and WDFW to examine the feasibility of using tooth nets in a competitive fishery. Some of the gears selected by the fishers may prove more effective in terms of catch rate, and if they are equally effective at releasing fish live, those gears could increase the feasibility of a selective fishery. Additional information will be

BRISTOL BAY AND WESTERN ALASKA

FACE CONTINUED SALMON DECLINES

In his recent Op Ed article "Who's Minding the Salmon Store" Alaska Senator Frank Murkowski assured Western Alaskan fishers that large numbers of salmon are not being netted in international waters. We at Alaska Independent Fishermen's Marketing Association (AIFMA) agree, that due diligence by the U.S. and Canadian Coast Guards has prevented large numbers of salmon from being stolen on the high Seas.

In concluding his editorial, Senator Murkowski alluded to problems in the Russian Far East. He mentions a recent report from Moscow that says that the Russian Fisheries Agency intends to ban other countries from fishing in the Bering Sea next year, and is drafting a resolution to that effect for the legislature. The Senator states, "If true, this development may help discourage overfishing of salmon, as well as other resources." AIFMA is of the opinion that, only when salmon fisheries are limited to near shore areas in Russia, will Bristol Bay and Western Alaska salmon stocks experience a recovery from current low abundance levels.

Bristol Bay & Western Alaska Salmon Stocks in Trouble

The first sign of recent troubles for the Bristol Bay sockeye salmon was in 1996. Fishers in Bristol Bay were pleased with a nearly 30 million sockeye harvest, but the Kvichak River inexplicably missed its 4 million escapement goal by 2.5 million fish. Fishermen commented that they had seen numerous healed, net-marked sockeye in the Bay, a sign of distant water net fisheries. AIFMA was dubious that a high seas driftnet style fishery was even occurring, but in time has come to discover that this was, in fact, the sad truth for us.

An extensive fishery was quietly initiated inside Russian waters by Japanese driftnet vessels in the 90's. This fishery has resulted in a one-two knockout punch for fishers and communities in Bristol Bay and Western Alaska. Bristol Bay drift permitholders on average have each lost an estimated \$100,000 in income, plus the loss in value of vessels and permits since 1996.

Worse yet, the Kvichak River the largest producer in Bristol Bay, has only met its escapement goal once in the last five seasons. Communities and fishers will be coping with poor returns from these low brood years for the next five years and beyond.

Historical Perspective

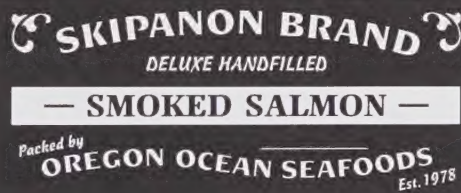
These unfortunate circumstances are no stranger to AIFMA. I recently visited a good friend of mine and past president of AIFMA, Dave Milholland. He remembers all too well meeting in Tokyo, Japan, in February of 1967, for seventeen days concerning the taking of Bristol Bay salmon stocks by Japanese fleets. Dave makes mention of working with John Wedin, George Johanson, Harold Lokken, Clem Tillion, Don McKernan, and Clarence Pautzke, to name a few, who were involved in the process which led to the protection and conservation of Bristol Bay salmon. Indeed, agreements made to establish 12-mile jurisdiction off our coastlines, and to ultimately move the Japanese drift fleet west of 175° D in 1977, allowed Bristol Bay and other Western Alaska salmon stocks to build back to their natural abundance levels. David Milholland states, "The years between 1980 and 1990 showed the greatest harvest of any 10-year period, since the beginning of the Bristol Bay fishery."

By David Harsila, President
Alaska Independent Fishermen's
Marketing Association

In 1991 salmon harvesters throughout Alaska breathed a collective sigh of relief when the Japanese agreed to cease their high seas driftnet fishery after a ban by the United Nations. However, unbeknownst to Western Alaska fishers, the Japanese were hard at work negotiating new arrangements to carry on with high seas style driftnetting in Russian waters.

David Milholland states, "The downturn of the fisheries in Bristol Bay in the last four years has not been adequately explained by any scientific proof. The increasing pressure on salmon stocks within the Russian 200-mile zone, by the Japanese fleets and others, no doubt, is part of the reason for the decline of the sockeye in Bristol Bay in the minds of knowledgeable fishermen."

AIFMA has obtained documents from the U.S. State Department under the Freedom of Information Act and also has had numerous conversations with government officials and scientists in an attempt to uncover the truth about this fishery and its effect on the salmon runs



Oregon Ocean Seafoods

225 SE Galena

Warrenton Oregon 97146

(503) 861-1434

or Toll Free at (888) 738-8910

Cash, money order, VISA & MasterCard
Norman Kujala, Owner



Aluminum Fabrication and Boat Building
Chinook Marine Repair, Inc.



Authorized Dealer

Volvo-Penta, Mercruiser, Mercury Outboards - Duroboat

Dale Hughes, owner
(360) 777-8361

P. O. Box 61 • Chinook, WA 98614
Toll Free 1-800-457-9459

Locally
Owned and
Operated

Putman
PRO-LUBE
OIL CHANGE CENTER

America's #1
PENNZOIL
Stop • Go • Pennzoil

Full-Time Mechanic
Brake • Tune-Ups • Complete Exhaust Work

14th Year !

Mon - Sat 8:30 - 5:30 Sun 9-4

861-1075

One block South of Fred Meyer on Hwy 101 • Warrenton

of Western Alaska. We recognize the highly sensitive nature of this issue between the governments of Japan, Russia and the United States. However, AIFMA feels that this issue must be fully investigated, and that the unsustainable salmon fishery out to the 200-mile limit of Russia must be halted to protect and sustain Alaska's valuable Bristol Bay and Western Alaska salmon runs.

Synopsis of Events During the Last Decade

In 1992, under the Bush Administration, David Colson, acting for the Secretary of State, signed a bilateral

salmon agreement with the Russian government. The agreement banned U.S. fishers from directed salmon fishing beyond 25 miles of the U.S. Coastline. However, in Russian waters, directed salmon fishing was allowed out to the 200-mile Russian EEZ maritime border in all areas south of 60°N. This left most of the Russian EEZ open to salmon fishing.

According to State Department documents, the U.S. soon became concerned about fishing operations in the Russian EEZ. After the bilateral agreement was signed, the State Department noted that Japan had quietly negotiated new fishing areas in Russian waters. The U.S. Government stated concern regarding these new fishing areas, "...in light of the fact that there is a possibility that significant numbers of U.S.-origin salmon from Western Alaska could be intercepted in these two fishing areas."

State Department documents describe a "lingering resentment toward the U.S." by the Hokkaido, Japan fishing community because of regulations excluding Japan from U.S. waters. A fish cooperative manager stated, according to State Department documents, that the "Alaska fisheries leaders were short sighted in trying to claim the entire Alaska fishery for American boats." Documents also note that Hokkaido press

editorials frequently commented as Japan's fishing boats were excluded from high sea fisheries, the industry has turned to relying on more agreements with Russia for fish catches in its EEZ.

Of particular importance to Western Alaska and Bristol Bay, was the "extension of fishing time in waters off the Kamchatka Peninsula (Area One) in order to match salmon migrations." Also, in 1997, a new commercial quota was established in Area 3, and the fishing area was enlarged. This area is southwest of Adak, and at the time was known to be a good sockeye salmon fishing area according to State Dept. documents. The rate of sockeye catch was very good that year. This coincides with 1997 when Bristol Bay experienced an "unexplained" loss of 13 million sockeye.

Migration routes of Western Alaska salmon are known to extend into Russian Waters, according to compilations of tagging studies between 1954 and 1995. This is especially true of the Kvichak sockeye, whose migration route extends furthest to the west of the Bristol Bay sockeye runs.

Environmental conditions of the past several years (the negative PDO) may have also contributed to a more westerly grazing pattern and migration route.



Ticor Title

Title Insurance
and Escrow Service

Established in 1890

*We've got you covered
at convenient locations*

630 Bond Street, Astoria
325-2144

550 Roosevelt, Seaside
738-8433

"NEW" From  SINCE 1794 "State Of The Art"

"WATERCOLOR GILLNETTING"

U.S. Patent #5819464 (Canadian Patent Pending)

FISHING CONDITION ADAPTABLE COLORED GILLNETTING

**WATERCOLOR GILLNETTING DOES INCREASE YOUR CATCH!
IT'S A PROVEN FACT!**

See it at our warehouse/net loft or call for details on the NEW camouflage type netting!

Available Exclusively From

Jovanovich Supply Company

15636 DesMoines Memorial Drive

SeaTac, Washington 98148

Phone (206) 243-5991 Fax (206) 242-9399

TOLL FREE 1-800-933-5596

High Seas Net-Marked Sockeye

Since the mid-90's Bristol Bay fishers have reported high seas type, gillnet-marked sockeye salmon that have returned to the Bristol Bay river systems. Net marks of this type are distinguishable from near-shore net marks that occur within Alaska waters. In particular, high seas drift fishermen use monofilament, small-mesh gillnet gear. This gear leaves a different mark than nets used by Alaskan fishers.

We are asked over and over, if our theory is correct, why aren't the sockeye showing up on world markets? We believe that the sockeye are on world markets, but may go unreported. A recent Russian publication, *Gazeta* (10/3/00), discussed this problem. According to the article Russia's Fisheries Committee estimates the damage to Russia by poachers in 1999, amounted to \$700 million dollars. The Fishery Committee was especially concerned that the criminals are believed to have close ties with Japanese Mafia structures, the so-called Yakuza. Committee Chairman Yuri Sinelnik stated, "We have information that several fishing companies have connections with Russian Japanese criminal groups." He also complained that Japanese authorities effectively turn a blind eye on illicit fish imports from Russian waters. He did not deny the allegations that quite often his own agency officials assist the criminals.

Climate Theories

We have yet to see any body of evidence that climate or weather is the key cause of the mortality of millions of salmon. The public has been dished up plate after plate of weather and climate fodder that has been used to try to explain the mortality of millions of salmon. Most notable and hard to digest, was the 1997 theory that 13 million

salmon died between Port Moeller and Bristol Bay due to very calm and sunny weather. AIFMA acknowledges that climate plays an important role in the ecosystem with respect, for example, to fresh water habitat, ice cover, and grazing productivity in the marine environment. However, when salmon are "missing," and a fishery is occurring in the migration path of these salmon, that intercept fishery needs to be fully investigated, so that factual determinations can be made.

How to Proceed

Pressure must be applied upon Russia and Japan to stop the offshore, directed salmon fisheries extending to the Russian 200-mile limit. U.S. Government officials have admitted privately that 10 percent of Bristol Bay's run may be being caught within Russian waters. Even at 10 percent of the Bristol Bay run, the Kvichak system may be severely impacted, due to its westerly migration route.

AIFMA supports genetic salmon stock identification research to identify and archive Bristol Bay and Western Alaska salmon stocks.

AIFMA supports efforts to present this case before the North Pacific Council, and requests that the Council ask for an

appropriation from Congress to investigate these allegations. This appropriation would include a National Marine Fisheries Service enforcement investigation to locate the salmon in question, both in the Russian EEZ, and in the market destinations. These salmon could be tracked and then identified for nation of origin by appropriate scientific methods.

Ultimately, the United States Department of State, along with the appropriate agencies, and related parties, will need to negotiate an agreement whereby a remedy to the problem of interception of transboundary salmon stocks can be achieved.

On a personal note, at this time my hands are tied to address this issue most effectively. At the very least, AIFMA's membership, and or contributions, will need to increase substantially. Is there a commitment from permitholders, communities and related parties to work towards mitigating this problem?

AIFMA will establish a voluntary assessment of its membership for a special fund dedicated to resolving this issue. If you wish to become a member, or contribute, and/ or take a position on this issue, contact AIFMA.



INTERIORS & UPHOLSTERY

Carl & Jan Mead

503-325-0701 • 1-800-887-0701
106 Third Street, Astoria, OR 97103

New Hand Crafted Furniture

Sofas • Chairs • Bed Benches
• Head Boards

Reupholstery

Home • Office • Restaurant • Boats

Rug Binding • Color Consultation

Sundial

TRAVEL SERVICE

*"We specialize in Alaska
Fishermen's fares"*

SALMON FOR ALL MEMBER

We thank you for your patronage!

ASTORIA — SEASIDE — PORTLAND
325-4484 • 738-3324
or 1-800-433-1164



MARINE ELECTRONICS

Authorized sales & service
Furuno • Raytheon • Simrad
Stephens • Comnav • Robertson
Paging • Cellular • SMR

Jensen

COMMUNICATIONS

2158 Exchange, Astoria
503 325-5917

Sturgeon Management and Fisheries Upstream From Bonneville Dam

Fisheries and Gear

Sturgeon fisheries between Bonneville and McNary dams consist of treaty Indian commercial, treaty Indian subsistence, and non-Indian sport fisheries. Treaty Indian commercial fishing is conducted with three types of gear; hook and line, setlines, and gill nets while non-Indian fishing is restricted to hook and line sport fishing only. Treaty Indian fishers may take fish for subsistence purposes year-round.

Each year the Columbia River Compact and the tribes set specific seasons for commercial setline and gillnet fisheries. Setline seasons are considered target sturgeon fisheries, while gillnet seasons are usually set to target on salmon or steelhead. Although gillnet seasons typically target salmonids, in recent years the winter gillnet season has shifted to a target sturgeon season due to poor prices for steelhead. Treaty Indian subsistence seasons are open the entire year, as were seasons for sport

sturgeon fishing prior to 1994. Since 1994 the sturgeon sport fishery has been managed on a quota and catch-and-release regulations go into effect for the balance of the year once the quota is achieved.

Stock Status

The healthy white sturgeon population that currently exists in the lower Columbia River historically ranged into Zone 6 waters; however, with the construction of Bonneville Dam in 1938 the population became segregated and fish residing above Bonneville Dam were no longer able to migrate between freshwater and marine environments. The population became further segregated with the construction of McNary Dam in 1953, The Dalles Dam in 1957, and John Day Dam in 1968. Inaccessibility to the marine environment and habitat alterations, primarily due to hydroelectric development, have rendered these populations less productive than those residing below Bonneville Dam.

Separate populations now exist in Bonneville, The Dalles, and John Day pools. The white sturgeon populations in the three Zone 6 reservoirs are evaluated every three to five years to monitor the effects of hydro-system mitigation activities which include quota management based on an OSY harvest strategy. Mark-recapture population estimates are derived using directed sampling with gill nets and set lines. Significant harvest reductions were enacted beginning in 1988 and

populations in all three reservoirs are increasing as a result of reduced catch and other factors.

Smelt Fisheries

Smelt fisheries occur in the mainstem Columbia River and several tributaries, primarily the Cowlitz River. Mainstem fisheries consist primarily of a commercial fishery using gill nets with some commercial fishers using small trawls. Sport dip net fishing is nearly non-existent in the mainstem Columbia River. Tributary fisheries include both sport and commercial fisheries with the Cowlitz River providing the most consistent fishing opportunities. Both fisheries use dip nets to capture smelt with most sport fisheries being bank fisheries and most commercial fisheries occurring by boat.

SMELT MANAGEMENT AND FISHERIES

Stock Status

Smelt, less commonly known as eulachon, annually ascend the Columbia River to spawn in the lower Columbia River Basin (below Bonneville Dam). Typically, the fish enter the Columbia River in early to mid-January, followed by tributary entry in mid to late January. Smelt annually ascend the Cowlitz River, with inconsistent runs entering the Grays, Elochoman, Lewis, Kalama, and Sandy rivers. Peak tributary abundance is usually in February, with variable

Bank of America



Judy Hansen
Vice President
Banking Center Manager

977 Commercial
Astoria, OR 97103
503/325-2333



Astoria's Original
Family Pizza Restaurant
Established 1961
212 8th Street, Astoria, OR
Take-out and Delivery
Open Everyday
(503) 325-4927



Factory Mattress Warehouse

★ A Bed For Every Budget!

— Financing Available • Deliveries • Layaways Available
207 Seventh Street, Astoria, OR 97103
• 503-325-6954 • Fax 503-325-7018

Darrell and June Davis

Luoma & Associates

CERTIFIED PUBLIC ACCOUNTANTS

610 Eighteenth Street • Astoria, OR 97103
(503) 325-5102 FAX (503) 325-0438

862 Broadway • Seaside, OR 97138
(503) 738-6441 FAX (503) 738-0457

abundance through March, and an occasional showing in April.

Smelt return to freshwater at 3, 4, and 5 years of age. Soon after freshwater entry, spawning occurs in the lower Columbia River Basin. The majority of the tributary spawning occurs in the Cowlitz River, but has been known to occur in Grays, Lewis, Kalama, and Sandy rivers also. Smelt are broadcast spawners preferring areas with a coarse sandy bottom. Females produce 20,000-60,000 eggs and the adults die following spawning. Eggs which are sticky, settle to the bottom, and incubate for about 30-40 days dependent on water temperature. Young smelt larvae are about 4 mm in length and drift with the current to sea.

The smelt fishery can be traced back to the late 1800's and landings can be used to index relative annual abundance. Commercial landings do not necessarily lend themselves to developing annual population estimates because consumer demand for the fish and adopted seasons affect the effort put forth by the fishers, which in turn affects the total landings. Fisheries are however valuable in ascertaining the relative strength of the

Winter Commercial Target Sturgeon Fishery 2001-Area: Zones 1-5

Gear: 9-inch minimum mesh size

9-3/4-inch maximum mesh size

Seasons:

noon Mon Jan 8 - 6 PM Tue Jan 9
noon Thu Jan 11 - 6 PM Fri Jan 12
noon Mon Jan 15 - 6 PM Tue Jan 16
noon Thu Jan 18 - 6 PM Fri Jan 19
noon Mon Jan 22 - 6 PM Tue Jan 23
noon Thu Jan 25 - 6 PM Fri Jan 26
noon Mon Jan 29 - 6 PM Tue Jan 30
noon Thu Feb 1 - 6 PM Fri Feb 2
noon Mon Feb 5 - 6 PM Tue Feb 6
noon Thu Feb 8 - 6 PM Fri Feb 9

Expected catch: 1,500 - 2,500 white sturgeon

≤50 spring chinook

(100% Willamette, 4 wild Upper Willamette)

Expected winter steelhead handle: 7 fish

Our Promise

We promise to our community that our staff will always be courteous and sympathetic, and that our facilities will be comfortable and spotless, and regardless of what type of service you would want, we would handle it with dignity and respect.

We know that when you come to our Funeral Home, you will be completely satisfied... that's our promise. We are Clatsop County's only locally owned and operated Mortuary and Crematory facility.

CALDWELL'S
Luce-Layton Mortuary, Inc.
NORTH COAST CREMATORY



1165 Franklin Avenue, Astoria, OR 97103 • (503) 325-1811

Warrenton Boat Yard

FULL-SERVICE MARINE RAILWAYS

COMMERCIAL • YACHT • SAILBOAT
FIBERGLASS • WOOD • STEEL
BOAT REPAIR

COMPLETE HULL BOTTOM MAINTENANCE

Salmi Brothers
NE Bay & NE Harbor Ct.
Warrenton, OR 97146
861-1311

Knutsen INSURANCE

Auto - Home - Marine

Since 1919

Gillnetters & Dories

Call 325-1541 for a Quotation

968 Commercial Street, Astoria
1555 N. Roosevelt, Seaside
738-8455

Email: bcanessa@knutseninins.com

CITY LUMBER COMPANY

- Lumber • Plywood • Paint •
- Plumbing • Electric Supplies •
- Garden Supplies •

2142 Commercial
Astoria, OR 97103
325-4511 or 800-248-4511



Darigold Feed Company

Mike Scholerman, Manager

545 Hamburg Street
Astoria, OR 97103
(503) 325-6681
Fax (503) 325-6683

run from year to year. Catch per unit effort (CPUE) as measured by pounds per delivery, derived from the commercial fishery, can be used to describe relative annual run strength in recent years. CPUE data may be affected by environmental conditions such as water temperature. Smelt are very sensitive to variations in water temperature, with water temperatures less than 40°F often stalling their upstream migration. Run sizes, as indexed by commercial landings, remained relatively stable for several decades, with the exception of 1984, until landings dropped suddenly in 1993 and remained poor thereafter. The eruption of Mt. St. Helens severely impacted Cowlitz River spawning in 1980

and subsequent returns in 1984. Smelt returns in 1984 could also have been impacted by the record large E1 Nino event of 1982-1983. Commercial landings from 1938-1989 averaged 2.1 million pounds annually. In 1993, smelt strayed to many Washington coastal streams and bays due to cold Columbia River water temperature, and landings were only 500,000 pounds. Landings in 1994 were only 43,000 pounds and beginning in 1995 fishery restrictions were enacted. Due to reduced seasons during 1995-2000 landings are not completely comparable with previous years; however, it is apparent that the abundance of smelt in the Columbia River basin has been much reduced since 1993.

STURGEON MANAGEMENT AND FISHERIES DOWNSTREAM FROM BONNEVILLE DAM November 29, 2000 Stock Status

Sturgeon abundance in the lower Columbia River collapsed at the end of the 19th century due to over fishing, and remained depressed through the first half of the 20th century. The population began to rebound only after the adoption of management actions aimed at protecting broodstock, particularly the 6 foot maximum size limit regulation. Since that time, white sturgeon abundance in the lower Columbia River has increased significantly.

Beginning in 1989, joint state tagging and recovery programs were developed to provide data necessary to estimate the annual abundance of white sturgeon inhabiting the lower Columbia River (below Bonneville Dam). Since 1989, with the exception of 1994, annual abundance estimates have been produced. These abundance estimates indicate that the total number of harvestable size (42-60 inches) fish has increased from just under 50,000 to nearly 200,000 during the last 10 years. The majority of this increase has occurred in the 42-48 inch size group (500% increase) and the number of fish between 4 and 5 feet has nearly doubled during this same time period.

The current white sturgeon population is considered to be healthy. With the greater than 2 foot population exceeding 1 million fish. In general, indicators of sublegal (< 42 inches) and oversize (> 60 inches) white sturgeon abundance are good at this time. The 1998 estimate of harvestable size fish is less than 1995 but is larger than estimates for 1996 and 1997. There is strong evidence that the 1996 and 1997 harvestable population estimates were negatively impacted by a mass emigration of white sturgeon from the lower Columbia River. Tag recoveries from outside the Columbia River Basin indicate that this emigration began in 1996. The increased abundance estimate for 1998, relative to the two previous years, indicates that the abundance of harvestable size fish remains strong and emigrated sturgeon may be returning to the Columbia River. The 1998 population estimate for harvestable size fish is the 2nd largest since 1989. The 1999 population estimate was not available at the time this report was written.

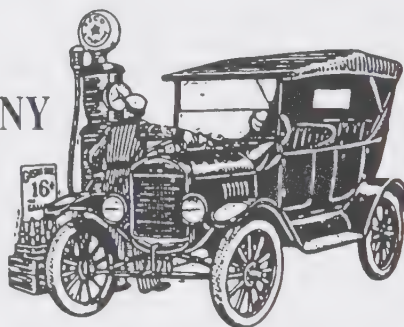
— Joint Staffs, ODFW/WDFW.

Terry Hahn
&

THE AUTO PARTS COMPANY

"Dedicated to Quality"

325-1612



730 Bond Street • Astoria, OR 97103



*Dedicated to Serving the
Commercial Fishing Fleet*

Services Available

- Berthing
- Cranes
- Welding
- Fabrication
- Prop & Shaft
- Shipwrights
- Electronics
- Diesel Service
- Electrical
- Refrigeration
- Marine Stores
- Fuel & Filters
- Ice
- Cold Storage
- Rope & Wire
- Groceries
- Net Repair
- Dive Service
- Medical Service
- Gear Work Yard
- Airport
- Potable Water
- Shorepower
- Hydraulics
- Plumbing Service

For Further Information, Please Contact:

Port of Astoria 1 Portway Astoria, OR 97103

Telephone: 503-325-8279 Fax: 503-325-4525

Or email to: email@Port-of-Astoria.com

Mike & Linda Brim, Owners
briml@pacifier.com



BRIM'S
Farm & Garden

1 Block North of Miles Crossing

34963 Hwy 105

Astoria, OR 97103

(503) 325-1562

www.Brimsonline.com



Soderstrom, New CRFPU President

At the recent CRFPU annual meeting (see photo left), held at the Logger restaurant in Knappa, Clatskanie Gillnetter Gary "Sudsy" Soderstrom (see photo above) was elected president of the 116 year old fishermen's union.

As the new leader of the organization that has been representing Columbia River Commercial Fishermen for so long, "Sudsy" will provide a new voice at upcoming compact meetings.

Jack Marincovich was re-elected Executive Secretary, a position he has held longer than any other Secretary in the organization. Along with assistance from volunteer Jon Westerholm and Salmon For All program director Lavenia Warren, he will continue to maintain the office at the West-End mooring bassin Red Lion Inn building.

Other officers elected at the meeting were Alan Takalo as 1st vice-president, Chris Doumit as 2nd vice-president, Ab Ihander and Jerry Westerholm as Salmon For All board representatives, Bruce Tolma, Alan Takalo and Gary Soderstrom as SFA Alternates.

Among many topics discussed at the meeting were the monofilament and tanglenet issues and the CRFPU dues issue. After much discussion, and without formal motion, it was decided by the leadership to accept any amount from \$50.00 up to \$150.00 for each members yearly dues as the member feels obligated.



CRFPU Board Meeting at the Logger Restaurant, Jan 2001, Knappa, Oregon



Pacific View

DOORS • WINDOWS
CABINETS • FLOORING
COUNTERTOPS • SKYLIGHTS
MOULDINGS
INSTALLATION AVAILABLE



Visit Our Showroom
Open Monday through Saturday
8 a.m. - 5 p.m.

861-2305 • 1-800-260-2305
1345 S.E. Flightline Dr. Warrenton
Located at the Airport



Hauke's SENTRY MARKET

Serving our fishermen with the finest in groceries,
meats and dry goods since 1890

Free pickup and Delivery to commercial boats

3300 Leif Erickson Drive
Astoria, OR Call 325-1931

*We supply all your marine
& automotive needs!*

ASTORIA AUTOMOTIVE SUPPLY



23rd and Commercial
in Astoria 325-2411
Open Daily 8am to 6pm,
Sat 8am - 5pm
Sun 9am - 4pm



Recommendations for seasons

based on the following forecasts for salmon stocks returning to select fishing areas in 2000. By design, all salmon returning to net-pen rearing sites in Youngs Bay, Tongue Point Basin, Blind Slough, Deep River, and

Area	Expected Adult Return to Select Areas	Harvest Potential
Youngs Bay	53,000 early coho 3,000 SAB fall chinook(1)	53,000 1,500
Big Creek	4,000 tule fall chinook 100 SAB fall chinook	0 0
Tongue Point (2)	5,000 early coho	5,000
Blind Slough (2)	5,000 early coho	5,000
Deep River	10,000 early coho	10,000
Steamboat Slough	5,000 early coho	5,000

- (1) Select Area bright (SAB) fall chinook, formerly Rogue River bright (RRB). About 1,500 SAB fall chinook are expected to return to Klaskanine Hatchery.
(2) Less than 100 SAB fall chinook are expected to Tongue Point and Blind Slough from net-pen releases.

Stock Composition of the Select Area Commercial Chinook Landings

Year	Fishery	Stock Component (%)			Total	Snake River Wild Impact
		Local	Lower River	Upriver		
2000	Youngs Bay	3,977 (84%)	703 (15%)	41 (1%)	4,721	3
	Tongue Point	812 (85%)	140 (15%)	6(<1%)	958	<1
	Blind Slough	726 (89%)	92 (11%)	0(0%)	818	0
		5,515 (85%)	935 (14%)	47 (<1%)	6,497	3

- Based on visual stock identification (VSI) determination and coded-wire-tag (CWT) recoveries, upriver spring chinook comprised at most 2% of the catch during 1992-2000. Only three Snake River wild (SRW) spring chinook were caught in 2000.

FISHERY CATCH AND IMPACT EXPECTATIONS IN 2001

	Catch			White Sturgeon	Maximum Impacts	
	Local	Chinook Other	Total		Upriver Chinook	Steelhead
Youngs Bay	6,100	1,000	7,100	300	70	30
Tongue Pt/South Ch.	2,200	400	2,600	300	20	10
Blind Sl/Knapka Sl.	1,500	200	1,700	100	20	10
Total	9,800	1,600	11,400	700	110	50

- Chinook catch is expected to be the largest ever for all areas comprised of about 5,000 age 5 local spring chinook.
- Fewer than 110 upriver chinook including 12 Snake River wild and two upper Columbia wild fish are expected.
- Fewer than 130 Willamette River wild spring chinook are expected.
- Steelhead impact is expected to be fewer than 50 fish, primarily a mix of hatchery fish; winter kelts and early summer runs.
- Local chinook catch in Youngs Bay includes about 200 Select Area Bright (SAB) fall chinook.

2001 SELECT AREA COMMERCIAL FISHERY RECOMMENDATIONS

Youngs Bay

Winter Fishery

Noon Feb 21 (Wed)	- 6 PM Feb 23 (Fri)	2 days
Noon Feb 28 (Wed)	- 6 PM Mar 2 (Fri)	2 days
Noon Mar 7 (Wed)	- 6 PM Mar 9 (Fri)	2 days 6 days

Notes:

2,715 Sturgeon were caught commercially during the Jan-Feb winter season

Smelt fishery: One 18hr Fishing period per week (3am-9pm) Wed March 21 through March 31.

Winter Salmon Fishery 2001

In the 2001 winter main stem salmon fishery, the commercial fleet landed 5,710 chinook and 244 white sturgeon. The commercial fleet brought nearly 2.3 million dollars to the local economies along both sides of the lower Columbia River.

Approximately 120 boats participated in the fishery which lasted for 136 hours through 6 fishing periods. While folks in the commercial fishing industry had long ago realized that their impact to non-targeted stocks was negligible, this winter was no exception. The commercial fleet took about 200 of the up-river spring Chinook (estimated run size, 39,000) and 600 Willamette wild Chinook. The Columbia River non-treaty commercial fishery is the most selective harvester of spring fish!

ESA Listed Upper Columbia Wild	Commercial Impacts Allocated	Actual Commercial Impacts
	.50%	.40%
ESA Listed Willamette Wild	Commercial Impacts Allocated	Actual Commercial Impacts
	6-7%	6.12%

Youngs Bay

Spring Fishery

Noon Apr 18 (Wed)	- 6 PM Apr 20 (Fri)	2 days
Noon Apr 25 (Wed)	- 6 PM Apr 27 (Fri)	2 days
Noon May 1 (Tue)	- 6 PM May 4 (Fri)	3 days
Noon May 7 (Mon)	- 6 PM May 11 (Fri)	4 days
Noon May 14 (Mon)	- 6 PM May 18 (Fri)	4 days
Noon May 21 (Mon)	- 6 PM May 25 (Fri)	4 days
Noon May 28 (Mon)	- 6 PM Jun 1 (Fri)	4 days
Noon Jun 4 (Mon)	- 6 PM Jun 8 (Fri)	4 days
Noon Jun 11 (Mon)	- 6 PM Jun 14 (Thu)	3 days 30 days

Summer Fishery

Noon Jun 18 (Mon)	- 6 PM Jun 20 (Wed)	2 days
Noon Jun 25 (Mon)	- 6 PM Jun 27 (Wed)	2 days
Noon Jul 2 (Mon)	- 6 PM Jul 3 (Tue)	1 day
Noon Jul 11 (Mon)	- 6 PM Jul 10 (Tue)	1 day
Noon Jul 18 (Mon)	- 6 PM Jul 17 (Tue)	1 day
Noon Jul 25 (Mon)	- 6 PM Jul 24 (Tue)	1 day
Noon Jul 30 (Mon)	- 6 PM Jul 31 (Tue)	1 day 9 days

8-inch minimum mesh size restriction in effect during the winter fishery.

- Large, age 5 chinook will be targeted, while minimizing impact on smaller steelhead.

8-inch maximum mesh size restriction in effect during the spring and summer fisheries.

Tongue Point Basin/South Channel

Winter Experimental Fishery (Tongue Point only, 8-inch min. mesh)

7 PM Feb 20 (Tue)	- 7 AM Feb 21 (Wed)	(1 night)
7 PM Feb 27 (Tue)	- 7 AM Feb 28 (Wed)	(1 night)
7 PM Mar 6 (Tue)	- 7 AM Mar 7 (Wed)	(1 night)
		3 nights

Spring Fishery Tongue Pt./South Ch., 8-inch max. mesh)

7 PM Apr 17 (Tue)	- 5 AM Apr 18 (Wed)	(1 night)
7 PM Apr 24 (Tue)	- 5 AM Apr 25 (Wed)	(1 night)
7 PM May 1 (Tue)	- 5 AM May 2 (Wed)	(1 night)
7 PM May 3 (Thu)	- 5 AM May 4 (Fri)	(1 night)
7 PM May 8 (Tue)	- 5 AM May 9 (Wed)	(1 night)
7 PM May 10 (Thu)	- 5 AM May 11 (Fri)	(1 night)
7 PM May 15 (Tue)	- 5 AM May 16 (Wed)	(1 night)
7 PM May 17 (Thu)	- 5 AM May 18 (Fri)	(1 night)
7 PM May 22 (Tue)	- 5 AM May 23 (Wed)	(1 night)
7 PM May 24 (Thu)	- 5 AM May 25 (Fri)	(1 night)
7 PM May 29 (Tue)	- 5 AM May 30 (Wed)	(1 night)
7 PM May 31 (Thu)	- 5 AM Jun 1 (Fri)	(1 night)
7 PM Jun 5 (Tue)	- 5 AM Jun 6 (Wed)	(1 night)
7 PM Jun 7 (Thu)	- 5 AM Jun 8 (Fri)	(1 night)
7 PM Jun 12 (Tue)	- 5 AM Jun 13 (Wed)	(1 night)
		15 nights

Blind Slough/Knapka Slough

Winter Experimental Fishery (Blind Sl. only, 8-inch min. mesh)

7 PM Feb 19 (Mon)	- 7 AM Feb 20 (Tue)	1 night
7 PM Feb 26 (Mon)	- 7 AM Feb 27 (Tue)	1 night
7 PM Mar 5 (Mon)	- 7 AM Mar 6 (Tue)	1 night
		3 nights

Spring Fishery (8-inch max. mesh)

7 PM Apr 2 (Mon)	- 7 AM Apr 3 (Tue)	(1 night)	Blind Slough only
7 PM Apr 9 (Mon)	- 7 AM Apr 10 (Tue)	(1 night)	Blind Slough only
7 PM Apr 16 (Mon)	- 7 AM Apr 17 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Apr 23 (Mon)	- 7 AM Apr 24 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Apr 30 (Mon)	- 7 AM May 1 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 2 (Wed)	- 7 AM May 3 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 7 (Mon)	- 7 AM May 8 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 9 (Wed)	- 7 AM May 10 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 14 (Mon)	- 7 AM May 15 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 16 (Wed)	- 7 AM May 17 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 21 (Mon)	- 7 AM May 22 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 23 (Wed)	- 7 AM May 24 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 28 (Mon)	- 7 AM May 29 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM May 30 (Wed)	- 7 AM May 31 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Jun 4 (Mon)	- 7 AM Jun 5 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Jun 6 (Wed)	- 7 AM Jun 7 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Jun 11 (Mon)	- 7 AM Jun 12 (Tue)	(1 night)	Blind Sl. and Knappa Sl.
7 PM Jun 13 (Wed)	- 7 AM Jun 14 (Thu)	(1 night)	Blind Sl. and Knappa Sl.
		18 nights	

- Winter experimental fishery to target early arrivals of age 5 chinook.

- Special openings April 2-3 and April 9-10 in Blind Slough only to maximize fishing opportunity.

- Open fishing periods when Tongue Point Basin/South Channel is closed will maximize fishing opportunity.

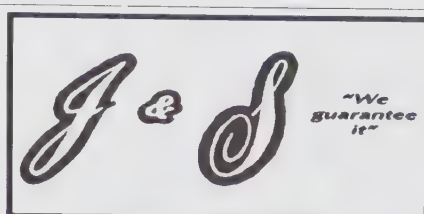
Deep River

No commercial season is recommended based on poor return expectation. Test fishing will be conducted for research purposes and to monitor the return.

August Mainstem Sturgeon Season

- Modified previously adopted season by removing all sanctuaries.
- All other regulations remain unchanged as follows:

Season:	7 PM Sunday Aug 5 to 7 AM Monday Aug 6 (12 hours).
Area:	Mouth to Longview Bridge.
Sanctuaries:	No sanctuaries are in place.
Gear:	9" minimum and 9-3/4" maximum mesh size restrictions.
Allowable Sales:	Sturgeon and salmon.



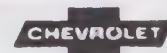
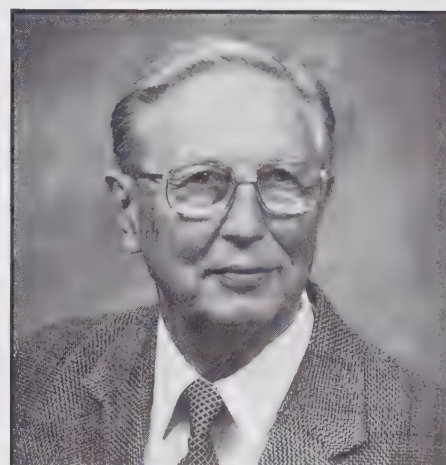
Appliances & Home Furnishings

*As Always
Supporting our
Local Fishermen!*

Mon-Fri 8 am to 6 pm
Saturday 9 am to 5 pm

529 SE Marlin,
Warrenton Oregon
861-0929

Free Parking • Free Delivery
Free Removal • Free Set-up



Cadillac



Oldsmobile

ARNE JYLHA

Sales Representative

426 14th Street
Astoria, OR 97103

1-800-460-3856
(503) 325-2711

The Freedom to Fish Act

The American Sportfishing Association is backing the Freedom to Fish Act aimed at guaranteeing access to fisheries. The group believes anti-fishing interests Outside have made it seem that the quick-and-easy way to solve any marine fisheries conflicts is to create broad no-fishing zones, closing areas not only to commercial fishing but sportfishing as well. The goal of the Freedom to Fish Act, according to the Sportfishing Association's winter newsletter, "is to balance the discussion about fisheries health by making it clear that recreational fishing benefits local communities and fishery stocks. This promises to be a hot issue in 2001." Fishing has increasingly come under fire from animal-rights oriented environmental groups that see the activity as every bit as inhumane and shameful as hunting.

Alaska Charter operators consider claiming shares of halibut

By TOM KIZZIA

Anchorage Daily News

HOMER — For years, Bob Ward fought efforts by commercial halibut fishermen to place limits on the number of fish caught by charter boats like his. Now Ward and many of his fellow charter skippers have decided if they can't beat 'em, join 'em.

With federal fishery managers poised to set a cap, or quota, on future guided-sport harvests, charter boat operators will be in Anchorage this week pushing to divide up the future catch. The charter boats or companies would get individual shares of the guided-sport quota, much as commercial boats have carved up the commercial harvest.

Such a system, which has drawn strong early support from the North Pacific Fishery Management Council, would eliminate ruinous competition by a fleet competing for a limited

catch, advocates say. Furthermore, as sportfishing demand increases, it would avert battles against the commercial fleet for a bigger share of the total catch. It would also allow the charter fleet to expand by buying additional shares from commercial boats.

"It will be better for my community because I won't be trying to take something away from commercial fishermen," said Ward, secretary for the Homer Charter Association.

While the quota system could provide stability in the volatile charter industry, it could also change the way ordinary fishermen — say, Alaska residents with visiting relatives — go out for a day of halibut fishing from Homer or Ninilchik or Seward.

The state Department of Fish and Game, to whom the council listens on sportfish matters, remains somewhat wary of the whole idea. State officials say more analysis needs to be made of how the quota system would affect individual anglers, communities and other species of fish that guides might go after.

"We're concerned that the council takes into account the needs of the end user," said Earl Krygier, one of Fish and Game's alternate representatives on the council.

The council was set up to manage commercial fisheries in federal waters, and sportfishing concerns have been something of an afterthought.

City gets Exxon money

The city of Seward pocketed a \$159,000 check earlier this month as its share of a \$25 million claim stemming from the Exxon Valdez 1989 oil spill. The bulk of the settlement went to Alaska Natives with claims against Exxon, however Seward and other coastal communities directly impacted by the spill had also filed to recover damages.

"This was a settlement based on a matrix designed by seven communities," City Manager Scott Janke said.

Councilman Jerry King sug-

SNAG DIVING

Experienced
Certified

- Mark Laukkanen, Puget Island
(360) 849-4466
Cell (503) 860-3698
- Hannu Laukkanen, Forest Grove
(503) 357-5984
- Heikki Laukkanen, Puget Island
(360) 269-9967

ASTORIA'S
LARGEST
SELECTION

FOR FURNITURE • APPLIANCES
MATTRESSES • ELECTRONICS

REMEMBER...

Happy Endings Begin at...



1535 COMMERCIAL • ASTORIA • 325-4947

90
DAY
PRICE
GUARANTEE

Express
Delivery

0%
FINANCING
AVAILABLE

gested the money should cover part of next year's payment on North Dock bonds. The city deposited the check in the general fund.

Permit News

February 2001

The market for salmon permits has picked up since the new year, but prices continue to slip. Herring permits continue to garner virtually no interest with the exception of Sitka. The latest is as follows:

SALMON DRIFT PERMITS

There has been movement in Bristol Bay permits as the price came down to the mid 40s, hovering now around \$45,000. A few buyers showed up at \$46,000 and there were some transactions, but now buyers have become a bit more reluctant, and prices have slipped a bit further. The Southeast drift permit market has slowed somewhat as both the supply of permits and the number of buyers has diminished. Asking prices are the same as Bristol Bay... \$45,000. It's been a long time since that has happened. Cook Inlet and Prince William Sound permits have come down a bit more. Cook Inlet asking prices are now at \$30,000, and \$55,000 would probably pick up a PWS card. Area M is still very quiet.

Bristol Bay Forecast

Be prepared in the Bay. According to scientists at the University of Washington's Fisheries Research Institute, this year's Bristol Bay harvest could be less than 14 million sockeye—that from a total run of only 21.5 million reds.

While the state's forecast was not official at press time, the Alaska Department of Fish and Game is reportedly expecting a skinny return as well, which could place the catch far below last year's harvest of 20.5 million reds.

Despite the anticipated shortfall, sockeye prices may not rebound the way they have during low cycles in the past. With so many farmed salmon flooding big markets like Japan, the sockeye price is not as elastic as it once was. Evidence the most recent season when returns fell short of projections, yet fishermen received only \$.65 to \$.70/lb for their fish.

According to Jeff Regnart, ADF&G regional management biologist, the decline is tied to the recent "disaster" years of 1997 and 1998 when just 12.6 and 10.7 million fish were harvested respectively. About 85 percent of the Bristol Bay sockeye run is comprised of four- and five-year-old fish. Much of next year's sockeye run will be prodigy of disaster-year spawners.

Predicted Bristol Bay Harvest 2001 (millions of fish)

District	Harvest	Total Run
Naknek/Kvichak	3.0	6.5
Egegik	4.0	5.3
Ugashik	0.7	1.4
Nushagak	5.9	7.9
Togiak	0.2	0.4
Total	13.8	21.5

Source: Fisheries Resource Institute



Hi-Torque Propellers, the Captain's Choice!

Certified & Authorized factory
Repair Station

**Propellers & Shafts
our specialty**

Welding — Machine Shop

827 NE Harbor Street,
Warrenton OR

(503) 861-1483 fax 861-1112

**Now two locations to serve
you: Warrenton and
Homer, Alaska!**

41871 Kachemak Dr.
Homer, Alaska 99603
(907) 235-3737



M & N Stores
WORKWEAR & SHOES

- Carhartt • Dickies • Filson •
- Wrangler • Georgia •
- LaCrosse • Ben Davis •
- Wolverine •

Web Site: www.mnworkwear.com

**248 W Marine Dr.
Astoria, OR 97103
(503) 325-7610**

Toll Free: 877-272-5100

Quality Work Wear

9:30 to 5:30 Monday-Friday
9:30 to 5:00 Saturday
10:00 to 4:00 Sunday

TIRE FACTORY

WHEN IN NEED, THINK OF US
AS A FRIEND IN DEED.

325-2861
AFTER HRS. & EMERGENCY
325-0233

65 HWY 101 • ASTORIA

Serving the Northwest and Growing
98 Locations

Congress passes legislation providing a \$100 million buyback of BSAI crabbers

Alaska crab fishermen were greeted with good news December 15 with the passage of legislation in Congress which will provide for \$100 million to finance a buyback program to save some of them from bankruptcy.

The aim of the legislation is to reduce the fleet of roughly 260 vessels by at least 25 percent, thus reducing the fishing capacity of the Bering Sea and Aleutian crab fleet and thus provide more crab for those fishermen remaining after the buyout.

The legislation instructs the Secretary of Commerce to adopt final regulations not later than May 1, 2001 to implement a fishing capacity reduction program for crab fishermen included in the Fishery Management Plan for Commercial King and Tanner Crab Fisheries in the Bering Sea and Aleutian Islands (BSAI) fisheries.

The legislation would provide for the permanent revocation of all fishery licenses, fishery permits, area and species endorsements, and any other fishery privileges, for all fisheries subject to the jurisdiction of the United States, issued to a vessel or vessels (or to persons on the basis of their operation or ownership of that vessel or vessels) for which a BSAI crab fisheries reduction permit is surrendered and removed under the regulations.

The strict rules of the buyback answer criticism leveled by the GAO concerning previous buyback programs in fisheries along the Atlantic seaboard which failed to prevent the return of the vessels into other fisheries.

The Secretary of Transportation would be notified of each vessel for which a reduction permit is surrendered and revoked under the program, with a request that such Secretary permanently revoke the fishery endorsement of each such vessel and refuses permission to transfer any such vessel to a foreign flag.

In this way it would ensure that vessels removed from the BSAI crab fisheries under the program are made permanently ineligible to participate in any fishery worldwide, and that the owners of such vessels contractually agree that such vessels will operate only under the United States flag or be scrapped as a reduction vessel pursuant to the new law.

The bill sets up a "reverse auction" in which each crabber can submit a bid for what he would accept to permanently take his boat out of the Bering Sea crab fishery. Taxpayers would pay half the cost, with the remaining crab fleet paying the other \$50 million over a 30 year period.

The law establishes a bidding procedures that will assign a bid score to each bid by dividing the price bid for each reduction permit by the total value of the crab landed in the most recent five-year period in each crab fishery from 1990 through 1999 under that permit, with the value for each year determined by multiplying the average price per pound published by the State of Alaska in each year for each crab fishery included in such reduction permit by the total pounds landed in each crab fishery under that permit in that year. In this way an effort would be made to avoid a buyback which simply buys out the lowest producers while leaving the highest producers still in the fleet.

The law calls for the plan to be put into effect no later than May 1, 2001 and can only take effect if a supermajority of the crab fleet votes to go ahead with the buyback.

Arnie Thomson, executive director of the Alaska Crab Coalition was quoted in an article which appeared in the Anchorage Daily News on December 19, saying, "I think quite a few boats will pursue it (the buyback), which might appeal especially to fishermen who are struggling financially or who think prospects for profitable crab fishing are poor."

Thomson also pointed out that Congress had passed other legislation which could be even more important for the industry, that being legislation directing fishery regulators to begin work on a program to grant each crab vessel an individual catch quota, something which has met with undeniable success in the halibut fishery.

A program similar to an IFQ program would not only provide relief for the fleet in terms of over capitalization, but would also put a halt to the race for crab providing for less danger in a fleet whose crews and skippers already ranks high, if not the highest, in terms of loss of life.

Catch Squawfish on hook and line and get paid \$\$\$

The Bonneville Power Administration paid \$565,241 to 2,085 Northwest anglers in 1999 to catch voracious northern pikeminnows, formerly known as squawfish.

BPA has been paying the bounty since the early 1990s and officials believe the program has made inroads on the pikeminnows' appetite for baby salmon.

Anglers and commercial fishermen have caught 1.2 million pikeminnows since 1990.

John Skidmore, a BPA spokesman, said this year the minimumsize limit will be reduced, from 11 inches to nine, because biologists believe they overestimated how many die naturally.

That means more fish may be growing up to eat salmon and it makes sense to catch some before they become a Problem.

Bounties range from \$4 to \$6 per fish, depending on how many each angler has turned in. The first 100 fish earn \$4 each, the next 300 are paid \$5 apiece and all fish after No. 400 earn \$6 each.

Coupons will be available throughout the season — May 15 to Sept. 24 — for free payments as an incentive to get more people out fishing. One \$4 coupon will be given to all those who catch their first bounty fish. They also will be offered in advertisements.

Hundreds of pikeminnows have been caught, tagged and released throughout the Columbia and lower Snake rivers, from the mouth to Lewiston, Idaho. Anglers who turn in a tag receive an additional \$50.

Anglers must first register at any of eight main and 14 satellite check stations along the river. The main stations are open noon to 8 p.m. Hours vary at satellite stations.

Stations (times and locations will be listed in the brochures):

Main: Gleason Boat Ramp, Portland; Washougal Boat Ramp, Wash.; The Fishery at Dodson, Ore.; The Dalles Boat Basin; Giles French Park, Ore.; Columbia Point Park, Wash.; Vernita Bridge Rest Area, Wash.; Greenbelt, Wash.

Satellite: Cathlamet Marina, Wash.; Willow Grove Park, Wash.; Rainier Marina, Ore.; Scappoose Bay Marina, Ore.; Chinook Landing, Ore.; Marine Park, Vancouver, Wash.; Bonneville Trailhead, Wash.; Cascade Locks Boat Ramp, Ore.; Maryhill State Park, Wash.; Bingen Marina, Wash.; Hood River Marina; Ringold Boat Ramp, Wash.; Umatilla Boat Ramp, Ore.;

Jon's

Bargain Barn

Buy • Sell • Trade

APPLIANCES • FURNITURE • ANTIQUES

JON HUNT

870 S.E. Marin Ave. We Accept Most Credit Cards
Warrenton, OR 97146 (503) 861-3215

Lyons Ferry, Wash.

Rules:

1. Get a fishing license.
2. Normal angling rules apply.
3. Register at one of the stations each day before fishing. Anglers may self-register when stations are closed.
4. The fish must be submitted within 24 hours to the same station where you registered. Vouchers will be issued at the station.
5. Northern pikeminnows must have been caught in the Columbia River from the mouth to the boat restricted zone below Priest Rapids Dam; or in the Snake River from the mouth to Hells Canyon Dam; or backwaters, sloughs and up to 400 feet inside tributaries.
6. Fish must be live or in fresh condition and not frozen.

Brochures will be available in sporting goods outlets by the end of April.

For information: Call the pikeminnow hotline at 1-800-858-9015, or visit the Washington Department of Fish and Wildlife at www.wa.gov/wdfw/ on the Web.

BOUNTY COLLECTORS

Top 10 money earners in the Northern pikeminnow season:

1. Eric Holscher, Clarkston, Wash. Caught: 2,794; paid: \$16,314.
2. Thomas Douglas, Yakima, Wash. Caught: 2,704; paid: \$15,730.
3. Aaron Worthen, Hillsboro, Ore. Caught: 1,819; paid: \$10,414.
4. Earl Miller, Camas, Wash. - Caught: 1,810; paid: \$10,366.
5. Thomas Papst, West Linn, Ore. Caught: 1,771; paid: \$10,264.
6. James Muck, Rainier, Ore. - Caught: 1,791; paid: \$10,252.
1. John Brown, The Dalles, Ore. Caught: 1,695; paid: \$10,059.
8. Dean Smith, Kelso, Wash. - Caught: 1,495; paid: \$8,476.
9. Timothy Caldwell, Cascade Locks, Ore. - Caught: 1,472; paid: \$8,470.
10. Gary Leitch, Long Beach, Wash. Caught: 1,491; paid: \$8,452.

Hydraulic Marine Equipment Co., Inc.

We build all sizes of famous Columbia River Gillnet rollers
Custom-built hydraulic equipment



New capstan roller

CALL (503) 728-2221

Stuart Haas P. O. Box 156 Clatskanie, OR 97016

YOUNGS RIVER TREE SERVICE

Specialists in Tree Preservation

Dangerous Trees & 24 Hour Storm Damage

- ▲ Expert Tree Removal ▲ Lot Preparation ▲ Shore Pine Sculpturing
- ▲ Tree Topping ▲ View Enhancement ▲ Thorough Clean-Up of your site
- ▲ Stump Grinding & Chipping ▲ Out-of-Control Laurel

Insurance Work Welcome • FREE ESTIMATES

7 AM TO 7 PM
7 Days a Week



CCB #113603 LBR #30708

ASTORIA

325-5564

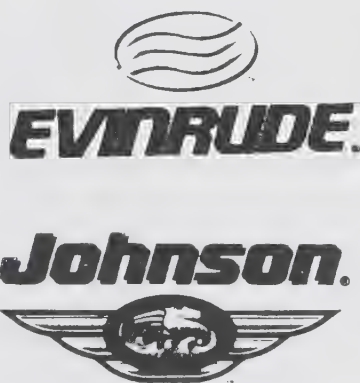
SEASIDE

738-5742

MOBILE #

338-8576

- Our Goal Is Your Complete Satisfaction -



CLATSOP POWER EQUIPMENT

Full-Service Dealer

Outboard Motor Repair

— Fred & Gregg Mestrich —

494 Highway 101 at Miles Crossing, Astoria

Call 325-0792 anytime

1-800-220-0792

ASTORIA JANITOR & PAPER SUPPLY CO.



MIKE HEDIGER

325-6362

1055 Marine Drive, Astoria



The Ship Inn

"WE'RE NUMBER 1 ON 2 STREET"

ASTORIA, OREGON 325-0033

Fenton and Jill Stokeld, your Hosts

Waves from the past...

MUTINY ABOARD THE TENDER



Editor's Note: Threatening situations have been faced many times by people in their activities. Here is one as recalled by Elroy Svensen of Puget Island.

by Elroy Svensen

Puget Island-Norwegian

My first year of fishing in Alaska was 1938 when the only way to get there was by tender or Alaskan Steamship from Seattle. I did not fish in Alaska in 1939 or 1940 but returned in 1941. In 1942 I left Seattle on Alaska passenger ship in April and fished until the middle of September when I was faced with waiting two weeks for a ship or find another way home.

One day when I was waiting for a passenger ship a chief engineer from a tender approached me and said he was short of an assistant engineer. I told him I didn't know anything about diesels. The engineer said take the job I can show you what to do. He was a good friend and I wanted to get home so I took the job. I moved my gear aboard his tender where I was told my pay started when the gear got aboard and went on until the tender docked in Seattle. The job was four hours on and four off.

Krist pedersen, a Puget Island neighbor and smelt dipping partner on the Cowlitz, was a shipmate on the tender.

In 1942 we were at war with Japan and there were Japanese subs along the

Alaska coast. Our caravan of three tenders the Eyak, Cordova and Kanak were owned by the New England Fish Co. of Seattle. We left Cordova but not before the Armed Services had sealed our radios, so we had no radio to use aboard.

When we got to Egg Island the tenders were in a row, ours the Eyak in the middle. The open water was calm with hardly a ripple and the sun was going over the western horizon. Captain Helmerson and a deckhand were in the wheelhouse steering south. The rest of the crew was in the galley below enjoying coffee and goodies. Our cook was also a good baker.

All at once there was a big crash up above in the wheelhouse!

I was the nearest to the galley door. I tore out of there and up the steps to the wheelhouse. The deckhand had shoved the captain's head through a window and said he was going to kill him. The captain was bleeding like a stuck hog.

As I came through the wheelhouse door the deckhand said he was going to kill me too. In all my life I never saw a man's face that looked like the deckhand's. Foam was coming out of his mouth like a horse that had been working all day and he was bleary-eyed. His face would have stopped a clock. He had been drinking for a week or 10 days without eating food. This is one of the reasons I don't drink.

When he came at me to kill me, it was him or me. I was 26 years old in the prime of life. So the battle began. I ducked my head down and my shoulder caught him in the midsection. Then I raised up and he was on my shoulder. I swung him around four or five times and crashed him to the floor. I pounced on him and got his hands behind him so he couldn't do anything. I told one of the

crew to get me some rope, tied his hands behind him and his feet together. The rest of the crew came and I had help.

Now we needed to get him own to one of the staterooms.

I took him by the coat collar. When a guy is going to kill me I don't handle him very gently.

Below in the stateroom we took the mattress off his bunk. The springs were bolted to the bulkheads. We put his arms above his head, spread them apart and lashed them to the springs. Then we did the same to his legs. I did the lashings because when I tie a knot it doesn't come loose unless someone unties the lashings.

As he lay there he still shouted he was going to kill me. I told him that I sleep with one eye open so you won't get me and this is what you get when you drink for a week or more without eating. The captain put a deckhand to look after him 24-hours a day.

We wanted to go back to Cordova to get the captain patched up, however, our cook was good with first aid and did the patching so we continued across the gulf.

Two days later we got to Cape Spencer, the entrance to Southeast Alaska. We were ready to change our course when a plane came and circled the lead tender. They dropped a can on its deck with a note inside that read "Proceed to Port Althrup we are confiscating your tenders." After we tied up at the Navy base a sentry with a rifle and police dog walked the dock in front of us. We were treated like criminals.

We couldn't get word home as to where we were and talk about time dragging for 14 guys. We were on the tender and had no idea as to what was going on.

The guy who was going to kill the captain and me pleaded with us to be free. We cut his lashings and turned him loose. There were 13 of us to watch him. He apologized to all of us and turned out to be a very good shipmate, after he came to his senses.

After five days at the dock the commander came aboard and told us to get our gear as an army transport would pick us up at Pleasant Island. On board the transport we had bunks right above the propeller works. The bunks were four feet high and the 14 of us were kept close together.

The transport got down to Johnson Straits about midnight making 14 knots (16 miles) an hour. We piled up on a

Pacific County Properties Chinook



Located on Hwy 101 in Chinook, WA. We specialize in locating just the right property to fit your need:

Lis Tureman, Broker, Owner

360-777-8511, 800-829-2814

Fax: 360-777-8515, Res: 360-642-2817

P. O. Box 205, Chinook, WA 98614

www.aone.com/~pcpc

Coast Fitness

FITNESS EQUIPMENT SPECIALISTS

"Largest Selection On The Oregon Coast"

SALES & SERVICE

Treadmills • Climbers
Riders • Bikes
Skiers • Rowers
Home Gyms
Elliptical Trainers
Free Weights
Dumbbells
Braces
Sports Supports

Strength Building Gear

PRECOR

Delivery Available

325-1815
1-800-260-1815

1230 Marine Dr., Astoria

rock, what a commotion. The vessel climbed up on this rock and finally slid off. This ended our traveling as we tore a hole in the bottom. The crew closed the bulk head doors at midship so we wouldn't sink. The impact bent the shafts and rudder really bad. The crew got the transport into a cove out of the 16-knot tide.

Next morning the captain of the transport boat Meheil got on the intercom and said we don't want anybody to talk about hitting this uncharted rock. Well, our skippers knew exactly where we were. We had hit "Ripple Rock" which had been hit many times by ships running on Alaska trips.

On board the ship cook could not have a fire in the galley stove as he was skidding around on the oil covered floor. So our grub was a cold cut show to Seattle. The soldiers aboard from the Aleutians sure complained.

The rock we hit was in Canadian waters and they had been planting dynamite on it for years to blow it up. If it had blown up when we were on top of it we would have had a free trip to the moon. When they opened the hatch the hole had many light bulbs floating in water three feet deep. In the bottom of the hatch were six caskets of officers who had been killed in the Aleutians. These were raised to the Third deck to-dry out.

Late Saturday a Navy tug came alongside and tried to pump the water from the hold without success. They put their tow on the bow of the transport where it was fastened to the winch and we started to Seattle at six knots (seven miles) per hour. We docked in Seattle Monday morning at eight o'clock. There were a lot of people waiting for our ship to come in. Esther, my wife, had been in Seattle several days waiting for me. I got my stuff off the ship, into our car and we headed home. I made 41 other trips to Alaska but none like this one.

I got home October 5 where I learned by cousin's wife had died the day before after giving birth to a son. October 6 was my birthday and I didn't know whether to laugh or cry. What a way to come home. After being a pallbearer for Margrith Kehrle Petersen Esther and I took a short trip.

I often wonder what has become of my fellow shipmates who made that fateful voyage with me. It would be nice if any of them would contact me at Puget Island or Cathlamet.



*Near Puget Island, Oregon side.
Manufacturing of Cigar rafts.*

*These log rafts were often towed south to San Francisco.
Due to friction, they sometimes would bust in to flames causing a spectacular fire*

**MARINE AND RV PARTS
& SERVICE**
STOCKING GILLNET AND CRAB GEAR

**Skipanon Marine
&
R.V. Supply Co.**



Gillnetters!
IN STOCK NOW YOUNGS BAY MONO

COLUMBIA RIVER NETS (1.5x3)

**Skipanon Marine & R.V. offers
Complete R.V. Repair/Service/Parts.
We do warranty work on new trailers & motor homes.
Insurance Claims • Free estimates**

**Expert Boat & Trailer wiring/Electric Brake repair
Crab Rope • Floats • Seine Leads • HD Buoy Hook Poles
(Crab Rope in Stock)**

**Momoi Redden Uroko Gillnet Available
Youngs Bay Fall Nets in Stock.**

**See RV locators here in the store
Quality used trailers, fifth wheelers and motor homes**

69 NE Heron, Warrenton, Oregon
At entrance to the Warrenton Mooring Bassin
Phone (503) 861-3626 Fax (503) 861-3646
Open Monday thru Saturday, 7:30 - 5:30

Columbia River

JET BOAT ADVENTURES

"The River Side of History:
Hidden Journey
to Nature's Wonders"



Join our
professional
guides on a
journey to discover the mighty
Columbia River's
history, scenery & wildlife!

• Morning & Afternoon River Tours
Rain or Shine!

- U.S. Coast Guard Licensed & Inspected -

1-800-699-0796

www.Eco-Tours.org

The Adventure Awaits You...

Experience the newest recreational and educational attraction on the Columbia River and explore the riverside of history. Our 48 passenger jet boat adventures offer breathtaking photographic opportunities and possible wildlife sightings while our well-trained, professional guides discuss the history of each setting.

Our fun and informative 90 minute tour departs from Astoria's West Mooring Basin located at the Red Lion Inn and travels under the Astoria Megler Bridge and along the historic Astoria waterfront. We'll glide eastward along Alderbrook and pass the Coast Guard Station and Tongue Point's wildlife refuge. We'll follow some of the exact paths blazed by Meriwether Lewis and William Clark as they explored the Columbia River Estuary in 1805/06.

During our 14 mile round trip journey we will travel through the Lewis and Clark National Wildlife Refuge 8,313 acres of islands and sandbars in the Columbia River Estuary which encompasses 35,000 acres of tidelands and open water and passing along side the Twilight Creek Eagle Sanctuary where we'll be presented with opportunities to observe the unique vegetation and wildlife that thrive in that area. Our excursion continues between Marsh and Woody Islands to Brookfield, the location of the first cannery ever built on the Lower Columbia River. On our return route we will pass by the landmark Pillar Rock and Miller Sands island off the northern banks of the Columbia River.



**Great Fun
For The
Entire Family!**



Dress: For warmer days, we suggest bringing sunglasses, a hat, and sunscreen. Remember coastal weather changes suddenly, so we recommend wearing warm outdoor clothing.

Reservations available for large groups!

Responsibility
We are not responsible for injuries, damages, losses or claims arising from our tours. No containers or alcoholic beverages.

Columbia River EcoTours, Inc.

P.O. Box 779 • Astoria, OR 97103

Visit us at: www.Eco-Tours.org

E-Mail: reservations@Eco-Tours.org

Toll Free 1-800-699-0796

Local Calls: 503-325-3129

Fax 1-800-718-2383

TRUTH IS STRANGER THAN FICTION

Radio conversation released by the Chief of Naval Operations 10-10-95.

Americans: Please divert your course 15 degrees to the North to avoid a collision.

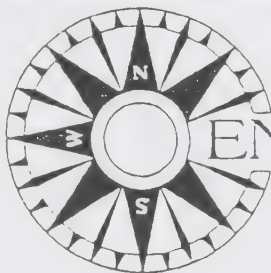
Canadians: Recommend you divert YOUR course 15 degrees to the South to avoid a collision.

Americans: This is the Captain of a US Navy ship. I say again, divert YOUR course.

Canadians: No. I say again, you divert YOUR course.

Americans: This is the AIRCRAFT CARRIER USS LINCOLN, the second largest ship in the United States Atlantic Fleet. We are accompanied by three Destroyers, three Cruisers and numerous support vessels. I DEMAND that you, change your course 15 degrees North, that's one five degrees North, or counter measures will be undertaken to ensure the safety of this ship.

Canadians: This is a light house. Your call.



ENGLUND MARINE SUPPLY CO. INC.

Order your Bristol Bay netting now!

Distributors for *Nagaura* and *Momoi* quality gillnetting

Suppliers of:

Jabsco and Rule Pumps

Xtratuff Boots

Racor Fuel Systems

ACR and Stearns Safety Equipment

Grundens and Guy Cotten Raingear

Morse and Hynautic Controls

Atlas Gloves

Devoe/Ameron Paint

Foot of 15th St-Astoria, Oregon 97103 • 503 325 4341 • toll free 800 228 7051 • fax 503 325 6421

Bonneville Plan sets no water aside for Salmon

Bonneville says it has no choice but to halt salmon-saving plans to avoid rolling blackouts and financial problems

The federal salmon recovery plan calls for large amounts of water to be held in upstream reservoirs to help salmon make their way to the ocean. The plan also call for some water to be sent over dam spillways to give salmon a safer way to reach the ocean. Those two mesures, required by the Endangered species act in normal years.

Steve Wright, Bonneville's acting administrator, told the Northwest Power Planning Council that unless all plans to cut electricity production to help fish are suspended, Bonneville could be at serious risk.

At the heart of the problem is lack of water in the Columbia River Basin.

BPA's "emergency" was of its own making; law and history both demand that salmon be saved. Juvenile salmon do not swim to the ocean. In a properly functioning system, they are flushed, tail first, by the flow of the river. Without flow, they are hostage to lethal temperatures, predation and diminished food supply. So what is it going to be? Are we going to loose the salmon runs forever and is big money going to prevail? There will always be another year with rain water, but the salmon we loose will never come back. — Don Riswick

Failure to Contract could cause your financial ruin

According to Bob Alverson, Fishing Vessel Owners' Assn., if you are a fisherman who owns his own vessel and hires a crew then you are required by federal law to have a written and formal contract with your crew.

Alverson emphasized that "if you don't have a contract with your crew, you are putting into jeopardy everything you have worked for."

Two rulings have been passed down from the courts. One ruling says that in the absence of a contract with the crew, should litigation take place and the court

finds against the vessel owner, then the vessel owner must pay according to what is the highest wage in the area. Another ruling says, that the vessel owner must pay the highest percentage paid, which means that if a crew member earned \$80,000 on a comparable vessel in your fishery, and your crew member only earned \$20,000, litigation could put you in the position of paying \$80,000 regardless of what the catch was during the season in question. In addition, if a crew member is injured, and there is no contract, the insurer can refuse to pay.

The Northwest's Largest Independent Tire Dealer



**McCALL
TIRE CENTER**

Warrenton & Seaside

Serving you 8 am till 6 pm Mon-Fri
8 am till 5 pm Saturday

1167 SE Marlin Ave, Warrenton 861-3252
2155 South Holladay, Seaside 738-9243



*The Community Bank That
Makes Things Happen!*

- ASTORIA •
- WARRENTON •
- SEASIDE •
- CANNON BEACH •

Full Service Banking

ASTORIA TOWING



24 HOUR TOWING

Beach Recovery • Gas • Flat Tires • Lock Out

5 trucks & A Flatbed to serve you
CALL

1-800-456-4406 or 325-0997



APPROVED



APPROVED



BORNSTEIN
SEAFOODS INC.

Buyer & Processor of Columbia River and Pacific Ocean Seafood
SALMON FOR ALL MEMBER

P.O. Box 58, Foot of Seventh Street, Astoria, Oregon
Phone: (503) 325-6164 Fax (503) 325-0403

Steller sea lion, eiders, belugas, otters — what next?



The kind of Endangered Species Act lawsuits that now threaten the economies of the Gulf of Alaska and Bering Sea communities could eventually spread across Alaska.

"Don't believe for a minute that this stops with Steller sea lions, pollock or the Bering Sea," says Greg Baker, president of Westward Seafoods Inc. "Otters, harbor seals, spectacled eiders, salmon and herring fisheries in Prince William Sound or Southeast are next."

Westward Seafoods is a major employer and taxpayer in Unalaska. The company has invested \$125 million in state-of-the-art plant and equipment. Other companies have made similar investments in onshore plants and vessels, and in offshore catcher processors and catcher vessels. Supporting the groundfish industry is now big business for Alaska.

But the industry has now become the target of litigation brought by Greenpeace and other environmental groups, who claim fishing is a prime cause of the decline of Steller sea lions in recent years.

"Our fishing industry is facing the most serious challenge it has ever faced," said Dave Benton, chairman of the North Pacific Fisheries Management Council, the body that oversees management of the federal offshore fishery.

"Fish stocks come and go, values move up and down but now the seafood industry is the target of a very well-organized effort by environmental groups to reshape it in the image they want, and that won't be good for our coastal communities," Benton said.

The connection between fishing and the Steller's decline hasn't been proven, Greg Baker said, but in response to the lawsuits the National Marine Fisheries Service has proposed no-harvest areas within 20 miles of coastal areas, which are habitat of the Stellers.

Benton told the Resource Development Council in Anchorage Jan. 4 that NMFS managers admit the restrictions don't have a scientific basis.

The restrictions cover most of the Gulf of Alaska coast and several important areas of the Bering Sea. Ninety-five Percent of the area where Kodiak fishermen traditionally fish pollock and cod is affected.

Under a plan guided through Congress in December by Sen. Ted Stevens, R-Alaska, the restrictions will now be phased in instead of implemented at once.

But even if phased in they could be devastating to coastal communities like Unalaska, Akutan, Sand Point and Kodiak which depend on groundfish. "Without exaggeration, these communities are on the brink of a calamity," Baker warned.

"We have a reprieve only," said Bob Penny an Alaska businessman who was recently appointed to the North Pacific Fisheries Management Council. "All Alaskans need to be concerned with this," Penny told the Resource Development Council Jan. 4.

Endangered Species Act lawsuits won't end with groundfish. Coastal salmon and herring fisheries could be affected by Steller sea lion restrictions, the National Marine Fisheries Service has said.

It's not just the fishing industry's problem, either. Next on environmentalists' agenda may be Cook Inlet oil producers and marine shipping companies.

Lawsuits have now been filed against the National Marine Fisheries Service seeking to have Cook Inlet beluga whales listed as endangered.

Lawsuits also have been filed over spectacled and Steller eiders, and Aleutian sea otters.

Many scientists suspect the decline of Steller sea lions is due to natural causes, such as cycles in ocean conditions, changes in diet, or predation by killer whales.

Stephanie Madsen, vice president of the Pacific Seafood Processors Association and a longtime Alaskan, thinks historical research supports the theory of natural cycles in sea mammal populations.

Archeological research in the Aleutians have found periods when there was no evidence of sea mammals being eaten by Aleut people. Logic indicates the mammals simply weren't there; she said. "This work goes back 9,000 years. It's information scientists should consider," when working on the problem, Madsen said.

Independent scientific studies show the sea lions' decline might be linked to lack of diversity in diet, not a shortage of pollock or cod. Over the period of the Stellers' decline pollock population have remained stable or even increased, despite fishing.

The problem may not be lack of food at all. "They're not finding skinny sea lions out there," Madsen said. "Populations at the rookeries appear healthy, but something is happening when young bulls leave the rookeries. They're not coming back in numbers that would be expected." Killer whales are suspected as one cause.

Meanwhile, the fishing industry and coastal communities are in a "catch 22" situation. It can't be proven that fishing affects the sea lions, but it also will be difficult to disprove.

"Environmental groups don't have to prove anything. All they have to do is file suits," Madsen said. "It will be very difficult for us to get out of this circle."

— By Tim Bradner
Alaska Journal of Commerce

Enjoy waterfront dining



Pier 11

**FEED STORE
RESTAURANT
& LOUNGE**

Serving lunch and dinner

Bill and Madonna Pitman

Foot of 10 & 11 Street
Astoria 325-0279



RED LION Inn.
ASTORIA

Seafare Pacific Grill & Chowder House

LIVE COMEDY WED.
NITES 8:30-10

Dining Room open 6 am to closing

Sunday Brunch 10 am to 2 pm

Sunday KARAOKE
Night

Live DJ Wednesday thru Saturday

400 Industry Street, Astoria, Oregon 503/325-5466



*"Moderately Priced Homemade Fare in a
Casual and Family-Friendly Atmosphere"*

Seasonal Outdoor Seating

503.325.1981

1820 S.E. Front
Astoria, OR 97103

THE LOGGER RESTAURANT

Hwy. 30 & Knappa Road
High Climber Cocktail Lounge

Orders to Go 503-458-6886

Non-Smoking Restaurant
Breakfast, Lunch and Dinner
Lottery Service Center



Skamokawa Pete's

"Duck Inn"

Restaurant & Lounge

Sizzling Steaks - Fresh Seafood

In downtown Skamokawa, Wash. 360/795-3655



HUMP'S



RESTAURANT

Open at 7 am everyday

• in Clatskanie •
728-2626

Mr. Fullano's

PIZZA PARLOUR

"Hard to find, but worth the time"

WE DELIVER!

• Salad Bar with 35 Items •
Sub Sandwiches • Lunch Buffet
• Italian Dinners • Beer & Wine
Sun-Thur 11-11, Fri-Sat till 12

Order ahead for pick-up

325-2855 620 Olney, Astoria

**Ferrell's
Burger Basket**

Friday Fish Dinner

2 for \$4.95
(Fridays Only)

LARRY & CAROLYN FERRELL

3693 Leif Erickson, Astoria

325-4240

Open 11 am - 8 pm Mon-Fri

11 am - 7 pm Sun

Papa Murphy's
TAKE 'N' BAKE PIZZA

889 Marine Drive
in Astoria

325-4063

Phone ahead — We'll have it ready!

Lutefisk

To explain the mystery of Norwegian lutefisk, I have to start at the beginning. In the beginning was God and Cod. In His merciful act of Creation God made the Barents sea cod. Larger and grayer than fjord and coastal cod, Barents sea cod spawn in the waters of the mountainous Lofoten Islands in northern Norway.

For more than a thousand years this archipelago has been famous for generous cod fishing from January through April. The cod is dried naturally on wooden racks in the open, dry air of the Lofoten Island. Any fish dried without salt in this way is called stockfish.

Stockfish was the staple food of the ancient Norwegians and was very good for long distance traveling. Probably Leif Erikson would not have discovered North America without stockfish, and neither would Columbus much later. The Vikings on their voyages ate stockfish instead of bread, as did the locals of northern Norway during the winter. The Vikings traded stockfish to Continental Europe and England for cloth, grain, and other valuable products. The early northern Norwegians paid their taxes in stockfish.

The Italians loved the Norwegian stockfish so much that they sailed the dangerous waters of the Norwegian and Barents Sea to buy it, and today Italians consume 80 percent of Norway's stockfish. Norwegian lutefisk chefs have to compete with the Italians to get the best stockfish.

Making stockfish into lutefisk Though they love stockfish, the Italians never discovered the art of making lutefisk, nor did the western Europeans. It's a Norwegian and Swedish tradition that goes back at least to the 15th century, when Olaus Magnus, the last Roman Catholic bishop in Scandinavia, wrote about the way the Norwegians prepared their stockfish.

We have no historical record of when or why Norwegians started making lutefisk. One popular legend tells that plundering Swedish sailors burned down a Norwegian Viking village, including the racks with drying cod. Next spring when the Norwegians returned to their burned village they found the stockfish, which had been soaked in melting snow. The fish, buried in ashes, was the only food

they had, and after cleaning, soaking, and boiling it they found that it tasted good.

Norwegian social anthropologist Astri Riddervold offers the more realistic theory that lutefisk began from the process of adding ash (for flavor) and lime (for blanching) to water used to boil dried cod. Old documents show that eating lutefisk at religious and other festivals such as wedding parties was a well-established tradition by the 1500s. It started in southeast Norway and came only much later to the west coast, due to the fact that they didn't have sufficient forests for making lye from hardwood ashes.

During World War II, most of the cod catch went to Germany. The quality of the stockfish offered to Norwegians was so bad that new generations lost the taste for lutefisk. A wise man once told me that there is nothing as good as good lutefisk, but nothing so bad as bad lutefisk.

When Jann Holst, head of the Norwegian Information Office for Fish, visited America in the late seventies, he was very impressed by the lutefisk dinners in Norwegian American churches. Back in Norway, Holst launched an advertising campaign, proclaiming, "Lutefisk lovers. Make love tonight." ("Lutefiskelskere. Elsk ikveld.") Seafoods like lutefisk have traditionally been seen as aphrodisiacs, and smart Norwegians would rather have lutefisk, bacalao, and fresh cod with liver and roe than Viagra. It's much cheaper and has no negative side effects. Due to Holst's campaign and a new generation of chefs and restaurant owners, the number of lutefisk lovers in Norway has increased tremendously in the past two decades. We have hundreds of lutefisk clubs, where people enjoy not only a good lutefisk meal, with potatoes, creamed peas, beer, and aquavit, but also good company and lutefisk jokes. But not Swedish meatballs. No true Norwegian would eat them with lutefisk, as I have seen in the American Midwest.

But it is thanks to America that most Norwegians today hold lutefisk in esteem, though I must admit that too many still hold their noses. I'm optimistic that young Norwegians — my children and grandchildren included — will develop a taste for lutefisk.

Tooth-Net Project

Continues from page 8

collected concerning encounter rates and the actual numbers and condition of fish that can be released live in a competitive fishery.

Objective 4: Examine the feasibility of using a floating trap net to capture spring chinook in the lower Columbia River.

Fred Hawkshaw, a fisher from BC, developed a floating, drifting trap that was quite successful for catching pink salmon. WDFW purchased a similar trap to evaluate its potential for catching coho on the Naselle River, WA. In this part of the study, we will fish WDFW's floating trap on the mainstem Columbia River to evaluate its potential as a live capture gear for spring chinook.

Task 4.1 Modify trap so it will fish effectively in the lower Columbia River.

- a) Lengthen wings, adding jiggers.
- b) Build a light attachable frame for the float line at the cod end.
- c) Modify cod end so that the floor can be raised to facilitate fish removal.
- d) Fish the trap on the Columbia River below Bonneville Dam, with observers on board to collect catch data.
- e) Record the number and species caught at each location, and the condition at capture.
- f) Record the fork length of chinook and note the mark status.

Task 4.2 Summarize catch data by species while fishing the trap.

- a) Total catch by species.
- b) Catch per unit effort by species.

Products: In a test of this trap on the Naselle River, the main problem was the lack of fish caught. However, the fish were in excellent condition and should have experienced little to no mortality after release. Because of this feature, the trap could provide an excellent selective fishing gear if the catch efficiency could be improved. We expect these modifications to improve the catch, although they may not be the final modifications needed.



Astoria Florist
"Special Designs for those Special Occasions"

Cut Flowers • Potted Plants • Gift Items

We Deliver! Call 325-3571

Outside area call 1-800-339-3571

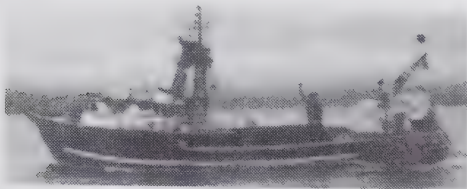
951 Commercial Street, Astoria OR 97103



Teleflora
 Worldwide Delivery

Local Owner, Bert Parker, loses boat in Alaska sinking

March 5, 2001



A Seaview, Wash., woman was waiting anxiously for news today as search aircraft scoured the chilly waters off Alaska for signs of her missing husband.

Roman Telak is one of two men still missing after the trawler Amber Dawn (pictured above) sank in treacherous weather in the Bering Sea Monday. Three rescued crew members described their ordeal to authorities in Anchorage today.

Joann Hutchinson, Telak's wife, received word in the couple's Seaview home Tuesday night that the search would continue through the end of today. Her daughter has joined her from Seattle to support her as they waited for any new information on the missing men.

Telak, deck boss of the 91-foot Amber Dawn and a close friend of the boat's owner, turned 47 on Feb. 28 and has been in the fishing business for 30 years, having spent the last five working on the Amber Dawn.

Hutchinson said the couple bought their Seaview home three years ago to retire there because "the boat spends a lot of time here when they're not busy working."

Telak immigrated from Poland in 1988, and met his wife a year later in Seattle.

The other missing crew member is listed as Doug Rowe of Lynnwood, Wash.

The Amber Dawn was owned by North Coast native Burt Parker of Warrenton, and was named after two of his four daughters. Parker had leased the boat out and was not aboard.

When the Amber Dawn began taking on water and listing heavily to one side, the crew of the Katie Ann radioed the Coast Guard. Minutes after that initial report, the Amber Dawn sank.

Three men were rescued by the the Katie Ann. They were identified as Gary McCormick of Kodiak and Ralph Clarmount and Chester Panasewicz, both of Anchorage.

In addition to the bad weather, the Coast Guard said the rescue

effort was made difficult by the great distance the aircraft had to travel to get to the area.

C-130 search planes from the Kodiak Coast Guard station had to fly 1,000 miles, or five hours, even before they began searching. It's like traveling from Seattle to San Francisco.

Two airplanes and a helicopter checked the area Tuesday, and a Coast Guard C-130 focused efforts along the shores of Amlia Island and Sequam Island east of Atka Island.

The aircraft were searching a 432 square-mile area.

The Katie Ann arrived in Adak, where survivors were flown to the hospital.

According to the U.S. Coast Guard, three men were rescued when the Amber Dawn sank in 30- to 35-foot seas, six miles north of Atka Island in the mid Aleutians.

Rain, snow and strong winds were reducing visibility and hampering search efforts.

The weather was about hurricane force, with winds from 50- to 70 miles per hour and 30 to 40 foot seas.

The accident occurred shortly after 1:30 a.m. as the crew of the Amber Dawn transferred their catch of Pacific cod to the 267-foot processing vessel Katie Ann.

William Heinze, a long time family friend of the Parkers, lamented the loss of their boat, saying of Burt, "he always helps other people out ... he never forgets where he came from." Investigators are still trying to determine why the vessel sank.

Town 'n' Country

CCB #76125

Floors & More

CARPET • VINYL • WOOD FLOORS
STOVES • GAS, PELLET & WOOD
WINDOW COVERINGS • SPAS



JOSH HEMEON

1044 Marine Drive • Astoria, OR 97103
(503) 325-0195 • 1-800-953-0195

Open 7 Days a Week



Smokehouse • 106 Marine Dr.
Astoria, Oregon • 503-325-2190

Web Store: www.josephsons.com

Worldwide Gift Shipping

"Makers of Distinctive Specialty
Seafood Products"

- INCLUDED IN -

**Food Finds: America's Best Local
Foods and the People
Who Produce Them.**

As seen
on the
Food TV
Network

Visit our historic
smoke-house, established
in 1920, and discover the healthiest products
for your lifestyle. We search the world over for
the finest seafood to make our products.
Discover the freshest and best tasting canned
Albacore tuna and Chinook salmon as well as
our large variety of fresh hot and cold smoked
fish and shellfish. Take some home with you!



RESIDENTIAL & COMMERCIAL.

- Construction Pretreating • Renewable Contracts
- Monthly Services • Annual Services
- All Structures • All Pests • REFERENCES

EASTON PEST ELIMINATION, INC.

CERTIFIED, LICENSED, BONDED & INSURED.

OR.PCO.LIC.#71666 / OR.PCA.LIC.#64077 / ORC.C.B.LIC#101962
10 YEARS EXPERIENCE / 27 YEARS RESIDENCY IN CLATSOP CO.

- Carpenter Ants • Termites • Wood Boring Beetles • Cockroaches • Fleas
- General Ants • Wasps • Spiders • Silverfish • Moles • Mice & Rats
- We Do Live Trapping For: • Raccoons • Opossums • Squirrels

BUSINESS OFFICE:
(503) 738-7176
NATION WIDE #
1-800-255-6367

Billing And Account Office:
P.O. Box 2435
Gearhart, OR 97138
GUY R. EASTON, SR.
PRESIDENT / MEMBER OF NFIB.

FAX:
(503) 738-6352
PAGER & CELL
(503) 717-2294

New manager brings 20 years experience to fisheries job

The new manager of the Clatsop County Economic Development Council's Fisheries project will bring 30 years experience in fish hatchery management in Alaska.

Todd A. Jones designed, built and managed a 111 million-egg salmon hatchery in southeast Alaska. He was general manager and chief executive officer of Alaska Aquaculture Inc., a private, non-profit corporation in Wrangell in 1977 to 1997.

He will begin his new duties in mid-June.

Jones, who has a bachelor of science degree in zoology from Central Washington University, invented and patented a salmon egg-planting device and method for restoring depleted salmon runs. He designed and built a salmon



Net-pen project in Youngs Bay

processing plant to recover hatchery costs. He owned and operated two seine boats for terminal harvest fisheries. He was a sales representative and operations manager in the shipping industry in Alaska.

For the past four years, he and his wife have been living in Israel where he is the general manager of the Bahai World Center, supervising 7 departments with a combined multi-million dollar budget. He grew up in the Pacific Northwest and worked in the hay fields of

Washington's Sequim Valley as a teenager. He began his career as a high school biology teacher in Montana.

Jones will succeed Alan Dietrichs, a fish and wildlife technician who stepped in as the interim project manager after the death of project manager Jim Hill last October. Started in 1975, the Fisheries Project supports the commercial fishing industry by raising salmon in net pens in Youngs Bay, Blind Slough and Tongue Point for select area fisheries.



NORTH COAST TRUCK

Quality Truck, Marine & Hydraulic equipment

NOW STOCKING LIGHT TRUCK PARTS AND ACCESSORIES 4X4 TRUCKS AND S.U.V

757 W Marine Drive, Astoria

Across from Youngs Bay

Open daily 8 to 5:30, Sat 9-noon

325-3111

FISHERMEN!

When you retire we can make sure you miss the job more than you miss the paycheck.

Social Security has certainly seen better times. And who knows what the future will bring. I can show you how to plan for a secure financial future with or without Social Security. Call today for details.



George House

632-A West Marine Drive
P. O. Box 990

Astoria, Oregon

325-7991 or 1-800-234-7991

Edward Jones

Serving Individual Investors Since 1871

VINCE WILLIAMS

See Our Inventory Live or Get Pre-Approved For Credit at www.vincewilliams.com

VINCE WILLIAMS SUZUKI

HWY 101 S. • Warrenton

861-3422 • 1-888-261-3422

HOME OF E-Z FINANCING



A Wave Goodbye

John Donaldson, former fish and wildlife director, dies

John Russell "Jack" Donaldson, former director of the Oregon Department of Fish and Wildlife and one of the first peacemakers in Columbia River salmon issues, died Oct. 31. He was 71. As the department director from 1976 until 1986, Mr. Donaldson earned a reputation for fairness and openness. Often-strained and adversarial relationships with Columbia River treaty tribes with cooperation and compromise.

Mr. Donaldson was a primary author of the current management plan for Columbia River salmon runs.

"He was a highly respected individual and had great integrity," said Donald Sampson, executive director of the Columbia River Inter-Tribal Fish Commission. "He saw the wisdom of eliminating the disagreements."

Sampson said Mr. Donaldson was the first agency head who earned the universal respect of all Northwest tribal leaders.

"His vision was to combine everything into a collective body," Sampson said. "For the first time we all have common goals on the Columbia."

"That's part of his legacy, and I'm sure that today he's smiling down upon us."

Mr. Donaldson was a professor of fisheries science at Oregon State University from 1966 until 1976.

He held the reins of the Department of Fish and Wildlife during a period in which the state's first nongame game tax checkoff for wildlife was created, limited entry began for offshore commercial fisheries, the popular Salmon Trout Enhancement Program was started and the state enacted its first waterfowl stamp sales to improve wetland habitats.

Breach dams to allow passage

Regarding "U.S. makes scientific case to keep Snake River dams intact" (Oregonian, Nov. 3), it would be nice if the National Marine Fisheries Service researchers were correct and we could put the breaching issue to bed, but their model is badly flawed.

One of their principal modeling assumptions is that salmon smolts transported, or that pass through the Snake and Columbia River dams experience no delayed mortality once past Bonneville Dam on their way to the ocean.

This is not the case. The return rate of Snake stocks after passing or being transported is only a fraction of the local stock return rate.

Breaching Snake River dams would not benefit fish originating in other parts of the basin, but 70 percent of the remaining salmon habitat is in the Snake Basin and 20 percent is in pristine wilderness areas.

Until recently, these wilderness streams were virtual salmon factories, and will be again if fish access to the sea is restored. If we lose these stocks, and save the rest, what have we gained? In the Snake Basin, passage losses at the dams and from transportation is the problem. While breaching is no panacea, it is a necessary step to restoring Columbia Basin salmon runs.

Don Swartz, Retired fishery biologist
Milwaukie

ODFW Department Head Quits

Agency Director Jim Greer announced his resignation on January 15th after continued criticism of the practice of killing hatchery salmon by the Oregon Department of Fish & Wildlife, in an effort to prevent potential harm to wild stocks. Greer supported his fishery manager's policy of killing excess spawning hatchery salmon, to keep them from competing with wild salmon and steelhead populations for habitat, and to

also prevent them from interbreeding with wild stocks. Rural lawmakers threatened to hold up the ODFW budget unless Greer tendered his resignation. They feel that the agency needs to balance hatchery operations and wild salmon protection efforts better, instead of killing off excess hatchery fish. Greer had held the position of Department Head since July 1997 and had worked for the ODFW for 25 years.

SIMPLE SOLUTIONS!

Replace Barges With Hovercraft!

Like the ones they use to cross the English Channel. Modified to move wheat. They can travel over Deep Water, Shallow Water, and over Land. A Barge Cannot. Because of the Noise, make the Hovercraft travel at night. They are a lot faster than a water drive propulsion system. They are an Air Powered Propulsion System. With no water drive propeller or jet pump impellers. Sucking small minnow, Smolts fish to death. And you'll never have another barge run aground in the Columbia River again. Problem solved for grain transport!

Build these Hovercraft here in the United States, and you've just created another tax paying industry, how about it, Boeing.

Allan Minor, Hillsboro, OR



NIEMI OIL CO.

PHONE 325-1972
FAX 325-1973

34908 HWY 105 - SUITE #2

P. O. BOX 989 ASTORIA, OR 97103

Gasoline / Diesel / Lube Oil

Call for Delivery

union

Hoggard Auto Sales & Service



Conveniently Located
Across From Seaside High
School & Just North Of
The Outlet Mall

HOME OF THE
FAST OIL & LUBE
"WE MAKE IT EASY"

717-1100

PRE-OWNED CARS • BROKER FOR NEW CARS

Free Car Wash With Service and Shuttle Within Local Area
Remember... We Offer Discounts To Senior Citizens
And Commercial Accounts

We perform Repairs On Most Makes & Models
CARS, TRUCKS, & MOTOR HOMES

Including: • Full Service Alignment Shop
• Factory Recommended
• Maintenance Service

No Pressure - Just Hometown Helpfulness
We Have The Financing Available: Good Credit - Bad Credit - No Credit COME SEE US!
Want To Sell Your Car?

We Will Buy It, Consign It or Take It On A Trade - Paid For Or Not

725 N Roosevelt Drive, Seaside

Arhestoothes

I started running the Inside Passage between Seattle and Cordova in the fall of 1972. My father, Dale, and my Uncle Jimmy ran our new boat, the Sydney Jean, northward, and I ran her south. Dale and I made many trips on the Sydney Jean for a period of ten years. Grand trips they were. This is a recounting of one of those trips north in the spring of 1981.

We were in Frederick Sound, and had left Petersburg in the dark. A tug boat skipper had told Dale that the tides were right. Early that morning we sailed into the darkness of Frederick Sound. The radar was on. We could see the lights of other tugs and larger fishing vessels. We had our charts and the usual navigation aids laid out. The binoculars were handy, as was the Hanson's handbook. We sailed into the night past Thomas Bay, past Devil's Thumb and phantom icebergs drifting by. We were making good time with the tide. (Tugboats cannot buck the tide in Wrangell Narrows, so the skippers know to take advantage of the current). I steered at night because my eyes were better than Dale's. His shift was coming up, and at that point we were off of Kake, Alaska. It was time to set a new course to Point Gardner and up the Icy Straits, over and through the Indian Islands, into Wright Sound, around Cape Spencer and out onto the Gulf of Alaska. I set the new course and checked it out as I ran. I woke Dale, he made his coffee, and I made my breakfast, ate, and went to bed.

It was a little foggy that morning and still a little dark for Dale's vision. He had a bad cataract on one eye. I was relaxing in my bunk, drifting into sleep when Dale said he saw something in the binoculars (glasses). I got up and put the binoculars on the object. It's an iceberg I told him as I crawled back into my bunk.

The water was calm as glass, Visibility got better as we cruised fast, And Dale became more questioning about the object in our path. We were off of Point Gardner on a calm spring day, That doesn't look like an iceberg I heard him say.

As he grabbed the chart to dispel his doubt Said he, "That's deep water, why put a buoy out?"

Perhaps it's for ferries, I replied, Something's wrong here Steve, better come topside.

So I grabbed the glasses, but wished I could sleep And went up to the flying bridge for a much better peep.

We were a mile and a half from the object according to the radar. From the flying bridge I could see a white object with black specks all over it. I thought it looked like a rotten iceberg, (an iceberg with dirt stuck to it). The top was larger than the bottom giving it an unbalanced appearance. Icebergs are mostly submerged though, and can support such a shape, I told myself. This one definitely had a larger top that tapered down at the water line.

As I climbed back into the cabin, I told Dale it was a rotten iceberg. What's an iceberg doing out here he asked? The ice should be back Petersburg way! Sleep was my prime concern, however, so I got into my bunk and told Dale not to worry about it. I could tell that he was not relaxed about that object that lay in our path. He kept looking at it with the binoculars, and looking at the charts. I couldn't sleep with his discomfort, so I rose yet again. We were less than a quarter mile from it now. I trained the binoculars on the berg (?). It stuck out of the water about 15 feet, and it gave the

appearance of being a buoy rather than an iceberg. I stood with the glasses glued to whatever it was I was staring at. As we came closer I paid attention to the outline of the object, particularly the bulbous part. I noticed that it was not the white of an iceberg- something was different. The black specks were very strange; they did not look like dirt from so close now. We couldn't be more than 100 yards away, and as I watched through the binoculars, the bulbous part started to TREMBLE and QUIVER and SHAKE. IT'S ALIVE I SCREAMED!!!, and I looked quickly at my father then back at the object. Steadily and smoothly the thing started submerging and down it went, out of sight into the glass calm waters of the morning. What a weird shocker!!! The thing had sunk so methodically . . . creepy!

Dale and I discussed what we saw. He figured that if three men joined arms they could span around the circumference of its base. I was afraid to go out on deck and didn't sleep very much.

Our next port of call was Hoohna, Alaska. We wanted to fuel up but couldn't seem to find the fuel dock. Dale motored up to a couple of boats where some natives sat baiting up halibut hooks. I talked with one and told him what I saw. You saw the "Kushdakaw", he said. I thought the Kushdakaw was on land, I told him. He said the Kushdakaw was wherever it wanted to be. As we left, unable to locate fuel, I asked Dale if he had noticed the squid the guys were baiting on the hooks. The squid was the SAME color white as the "thing" we saw earlier, AND had the same black specks too. COULD WE HAVE SEEN A GIANT SQUID???

"To a life at Sea"
Steve Walters

Marine Repair, Restoration & Painting

DAVID R. GREEN
SHIPWRIGHT



Shop: 503/861-1060
200 W. Franklin
Astoria, OR 97103

**VOLVO
PENTA**

Columbia Pacific
Marine Works Inc.

SPECIALIZING IN STERN DRIVES
CUSTOM FAB. & WELDING

(503) 325-4310 Bob, Lasse, & Doug
312 Industry Astoria, OR 97103



Larry Perkins
President

CLATSOP DISTRIBUTING CO.

PO Box 426 • Astoria, OR 97103
(503) 325-4310 • Fax (503) 325-4311 • Email: clatsop@clatsop.net

Waves from the past...

Harry Doumit and "Big" Carl Johnson talk it over, by the lower hoist at the cannery in Cathlamet, WA in 1965

We need fish lockers aboard

Back about 88' I was on the phone to our fish broker/retail seafood storeowner and talking about next weeks upcoming opening. He had been processing Coho for fresh market sales and said, boy! One fisherman really knew how to take care of their catch because they immediately could feel the firmness picking up the salmon compared to all the others being processed.

These salmon were being bled, washed down and hand laid in fish hold and iced. I had been doing this without telling anyone; never missed a turn, to lay out on the Drift.

Last fall with low prices, we were in Seattle so stopped in at Pike's Market to check out fish market. Lotsa of salmon as usual, mostly Atlantic pen-raised and Coho from Prince Williams Sound. Ask why there wasn't any Columbia River Coho, Was told by manager that they felt C.R. Coho were too soft and didn't last more than three days.

Here we are flooded with hatchery Coho and local market has rejected our fish because of poor handling. Once we had an order for late fall Coho, but broker changed to P.W.S. Coho for the reason they could guarantee their gill net Coho would be iced.

Columbia River water during fall can be as warm as 70 degrees; and fish feel soft when being cleaned, they firm up somewhat after being chilled but needs ice in fish locker to be really good product.

Mark Laukkanen
205 N Welcome Slough, Cathlamet

If it has
special meaning
for you,
why not frame it?

We can frame just
about anything!

- Childhood Treasures
- Musical Instruments
- Vacation Memories
- Sports Memorabilia



**THE COMPLEAT
PHOTOGRAPHER**

ASTORIA SEASIDE
475 14th Street 303 S. Holladay
325-0759 738-3686

WARREN L. JONES LTD.

HYDRAULIC AND MACHINE WKS.

SPLICE KING POWER BLOCK

ALUMINUM OR STAINLESS ROLLERS
GREASEABLE SEAL BUILT INTO HUB
TO PROTECT MOTOR SHAFT

DIRECT DRIVE TAPERED
SHAFT CHAR-LYNN MOTORS

STAINLESS BACKUP PLATE

FULLY ADJUSTABLE
STAINLESS PEELERS

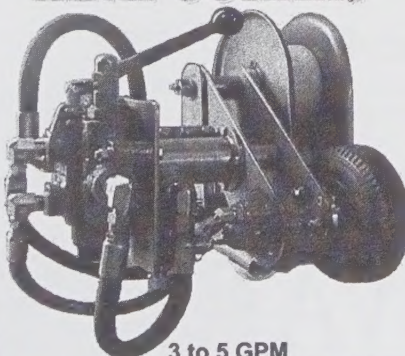
STAINLESS SHEAVES

STAINLESS HUB

4 SIZES AVAILABLE

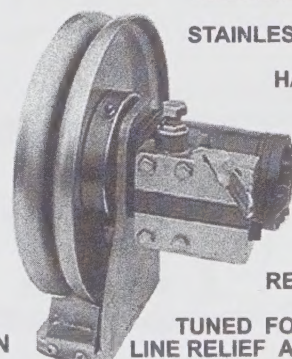


ROPE MASTER LINE COILER



3 to 5 GPM
HIGH SPEED LOW VOLUME MOTOR
ALL STAINLESS STEEL CONSTRUCTION

HIGHLINER TUNA PULLER



HIGHLINERS CHOICE

STAINLESS SHEAVES

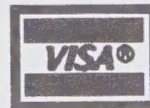
HAND FITTED
STAINLESS
PEELERS

4 GPM
REQUIREMENT

TUNED FOR 90 MONO
LINE RELIEF ADJUSTMENT

RIGHT OR LEFT HAND MOUNTING

P.O. BOX 385, 34700 HWY.105
ASTORIA, OR 97103
(503) 325 0630 FAX 325 0534
1 800 425 0630



Columbia River Channel Deepening Project

The Oregon legislature is considering committing \$27.7 million or more to the Columbia River channel deepening project. The proposed project clearly violates the Clean Water Act, as evidenced by last September's denial of water quality permits by the states of Oregon and Washington. The states also found the project inconsistent with numerous planning goals, as well as state and local laws and ordinances. The National Marine Fisheries Service has yet to find way to allow the project under the Endangered Species Act.

In spite of the permit denials and the fact that the deepening would violate numerous environmental laws, the legislature is still considering spending millions of Oregon dollars on the project.

Please call your state

representatives and ask them to oppose House Bill 2275 unless all funding for the Columbia River channel deepening is removed. You can leave a message for your legislators by using the toll-free number 1-800-332-2313. You can find additional contact information (including email addresses) at www.leg.state.or.us/. Click on Senate or House on the top bar.

The Columbia River channel deepening project would:

- Reverse years of effort towards salmon recovery.
- Threaten the health of the Columbia estuary by spreading toxic contaminants.
- Destroy hundreds of acres of river bottom habitat.
- Dump millions of ton of sediment on 14-square-miles of crab beds.
- Irresponsibly damage the lives of

fisherman and their families.

- Assault the economy by harming small businesses and towns of the estuary.

After 10 years and over \$7 million of studies no one has found a way to do this project that would not result in massive environmental damage. Regardless of perceived benefits, it would be fiscally irresponsible for the Oregon legislature to promise money to a project that could only go forward if our environmental laws are weakened.

We can stop this folly now. Please call (1-800-332-2313); it can make a difference!

Contact Peter Huhtala,
Columbia Deepening Opposition
Group

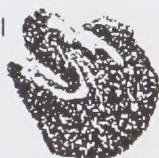
PO Box 682, Astoria, Oregon 97103
(503) 325-8069

Email: huhtala@teleport.com

Seal Problems..?

We are the authorized distributors of California Seal Control explosive pest control devices and are now able to ship UPS anywhere in the continental USA as class "c" explosives. Call or write today for more information and a free brochure!

Shell crackers available, too!



CALIFORNIA SEAL CONTROL

P.O. Box 949, San Pedro, CA 90733 310/519-0218
Toll Free 1-888-225-4375

ROBERT P. DRISCOLL NET SERVICE (503) 738-9296

Shrimp - Prawn - Bottom Fish -
Beam Trawls
New Net & Repairs
Shrimp Doors & Cable Service -
New & Repairs
(Custom Netting) - Capture Nets
Pens or Ponds Covered
Master Net Maker

On Call 24 Hours

P. O. Box 326
Warrenton, OR 97146



HAYWARD'S

Ocean Crest

Chevrolet

Cadillac

Buick

Oldsmobile

14th & Duane, Astoria, OR 97103 • www.oceancrestmotors.com
325-2711 • Toll Free 1-800-460-3856

SALES STAFF

Arne



Sam



Al



Rocky



Gary



Finance Manager

Fisherman
Financing
Available

Open

Mon.-Fri. 8:30am-6pm
Sat. Sales 8:30am-5pm

Commercial Fishermen
need their fair share

U.S. Rep. David Wu, spoke with North Coast fishermen and fish processing company executives at the House of Chan restaurant Thursday Feb 22.

What may be a record run of Salmon is leaving gillnetters ambivalent.
"There's a lot of people who have real sour feelings about this big run and not being able to harvest them," said Gary Soderstrom, president of CRFPU.

The whole commercial fleet is only allowed to catch 6,000 out of the whole run of spring chinook, "a pretty embarrassing figure," he said. "You can't pay a lot of bill with that."
With big salmon runs coming back, marketing problems need to be addressed, said Paul Hirose, ODFW project leader for select area net pen fisheries.
Some 1.5 million coho are expected to return to the Columbia River this fall. But the price last season was 50 cents a pound – one of the lowest in history.

Steve Fick of Fishhawk Fisheries suggested a federal commodities program for salmon, as with agricultural commodities in the school lunch program.
Many gillnetters resent being penalized for past salmon declines, Soderstrom said, when massive numbers of outbound smolts and inbound adults are lost while passing the dams.
"A lot of people have a real problem with the National Marine Fisheries Service being able to give the dams a 'no jeopardy' clause," he said, "when the dams are just grinding up a lot of fish."

Smelt return to Sandy river

Biologists aren't sure why, but thick schools of smelt have returned to the Sandy River after a mysterious, decade-long absence.
"It's a big mystery," said Tom Neill, a fisheries biologist with the Oregon Dept. of Fish and Wildlife. "In the last 10 years, there haven't been enough of them around."
The fish used to pack the Sandy River almost every year, lured by the emerald-clear glacial waters. They arrived by the millions, and old-timers said the fish seemed to swim on top of the water.
In 1988, the smelt run dried up.
Scientists blame El Nino, the plume of warm water that streamed along the Oregon coast. Plankton and algae need colder, nutrient-rich water to circulate, and smelt and other fish, in turn, feed on them.
Fish populations have rebounded as El Nino broke up, said Jimmy Watts, another fisheries biologist. For smelt, this is "the biggest run in at least 15 years," he said. "There are millions."
Broad schools of smelt move up the Columbia River from the ocean every year. They haven't felt the need to travel very far upriver in leaner years. They kept to lower rivers and tributaries, making Washington's Cowlitz River a top smelt destination.
This year, though, crowds of smelt kept moving up the Columbia, and some took a right turn at the Sandy River.
Biologists say this year's lower water levels caused by the dry winter might have affected their movement.
But Watts said, "A lot's not known about these critters."

A New "Industry"

Ron Ford of Astoria has started a new industry with his gillnet boat.
With Gillnet seasons so short, Ron has geared up to sell Fish & Chips in between.



The Fish is Tuna, \$6.00 cooked while you wait.
Ron's is located across from the Columbia River Maritime Museum, and it's good!

PROTECT YOUR TRUCKUP

CALL:
PROTEK by LEKTRO

503-861-2288
800-535-8767
Located at the Astoria
Regional Airport

With A...
LEKTRO
SPRAY IN
BEDLINER

HUGHES-RANSOM
MORTUARIES

"Our Family Serving Yours"

Serving Clatsop County since 1913 in Astoria, in Seaside since 1950.

Hughes-Ransom
Mortuaries

576-12th Street, Astoria
325-2535

220 N. Holladay, Seaside
738-6622

We Strongly believe in the values of living in a small community. Most of our staff are Longtime residents and graduated from our own Clatsop County area schools.

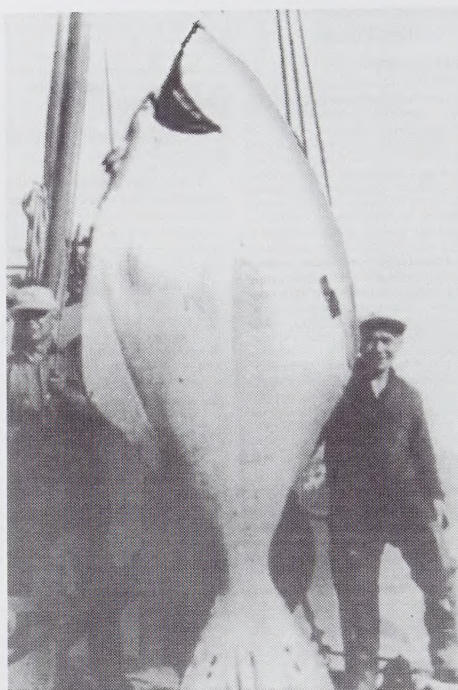
Our Area Manager; Larry Peterson, Directors; Eric Wright, Mike McNeil, Secretaries; Diana Schroeder, Fran Webb.

"Are always there in your time of need."

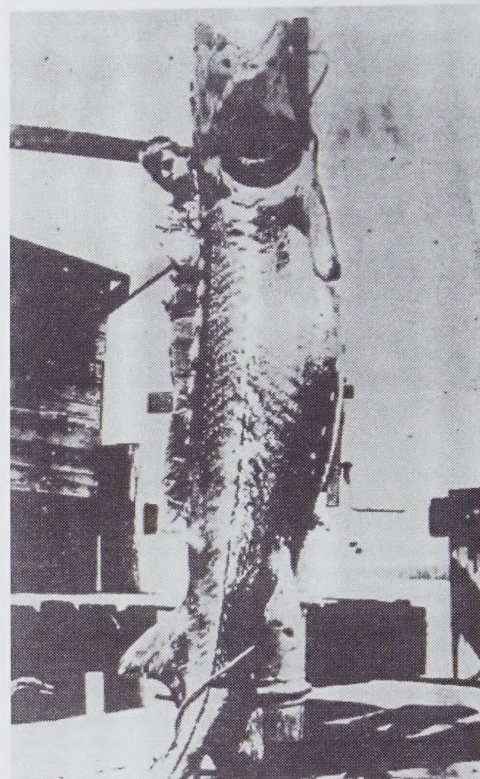


Salmon-Trout-Steelheader Magazine 1985

*Lester Anderson and his
97-pound, 4 ounce king salmon
caught in Kenai, Alaska*



Emmet Wood and Seimon (Sammy)
Pettikoff, the Halibut measures 11'3" in
length and estimated to weight
over 700 pounds, caught near
Chignik, Alaska



900-pound sturgeon caught in
Gillnet near Saint Helens, Oregon by
Frank Remington, in 1908



A publication of Columbia River Fishermen's Protective Union
P. O. Box 511, Astoria, OR 97103

Non-Profit Organization
U.S. Postage
PAID
Permit No. 328
Astoria, Oregon

CRG-00957 F

Change Service Requested